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TIME-TABLE.

WEEK DAYS

Station	Dep.	Arr.	Station	Dep.	Arr.
Kowloon	6.40	8.15	Noon	1.15	4.35
Yammat	6.50	8.24	10.30	1.24	4.44
Shatin	7.03	8.36	10.51	1.36	4.56
Taipei	7.16	8.49	11.04	1.49	5.09
Taipei Market	7.21	8.54	11.09	1.54	5.14
Fanning	7.33	9.06	11.21	2.06	5.26
Shuangshui	7.38	9.11	11.26	2.11	5.31
Shumchun	7.43	9.16	11.31	2.16	5.36

SUNDAYS AND PUBLIC HOLIDAYS

Station	Dep.	Arr.	Station	Dep.	Arr.
Kowloon	6.40	8.35	Noon	1.20	4.50
Yammat	6.50	8.45	10.30	1.30	5.00
Shatin	7.02	8.57	10.51	1.41	5.11
Taipei	7.15	9.10	11.04	1.54	5.24
Taipei Market	7.21	9.16	11.09	1.59	5.29
Fanning	7.33	9.28	11.21	2.11	5.41
Shuangshui	7.38	9.33	11.26	2.16	5.46
Shumchun	7.43	9.38	11.31	2.21	5.51

SHA TAU KOK BRANCH

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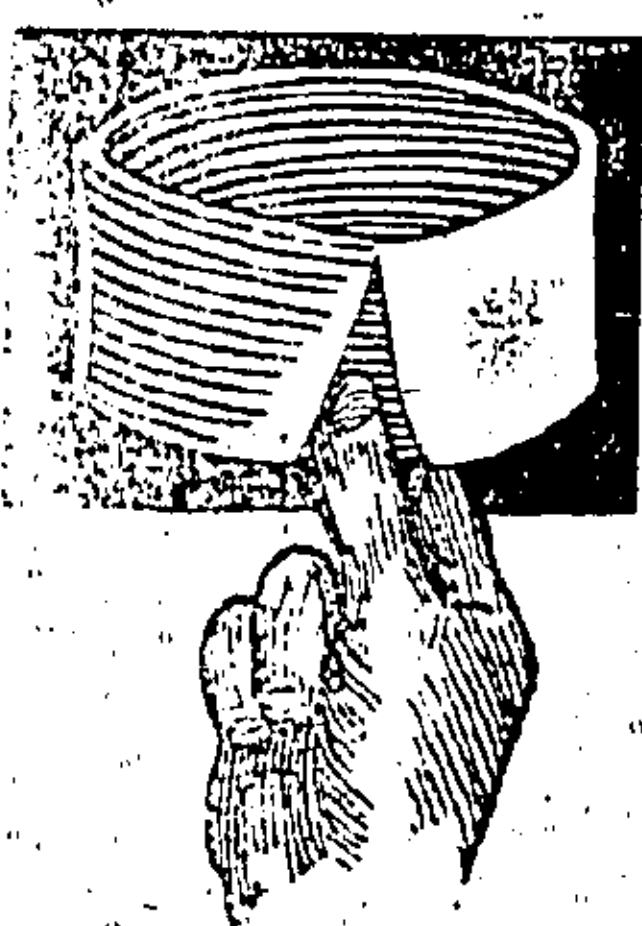
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SATURDAY'S GAMES.

NAVY BATSMAN SCORES CENTURY

On Saturday, all the cricket matches
which were down for decision were play-
ed to a finish, except the junior league
game between the Hongkong C.C. and
the Royal Engineers, which ended in a
draw.

LEAGUE-DIVISION I.

H.K.C.C. v. C.C.C.

The Hongkong C.C. defeated Crai-
gower C.C. on the latter's ground by
112 runs.
The H.K.C.C. declared, after scoring
280 runs for 7 wickets, and disposed of
the C.C.C. for 108.

Score:—

H.K.C.C. 1st XI.

A. W. Hayward, l.b.w., b Fritz	28
H. Owen Hughes, l.b.w., b Fritz	23
R. E. H. Oliver, c and b A. Hanson	37
E. F. Stewart, c Schnepel, b Guest	52
R. Hancock, b Guest	20
E. J. R. Mitchell, not out	39
J. D. Humphreys, c Schnepel, b Guest	2
L. P. Ralph, c Fritz, b Guest	12
H. J. Armstrong, not out	2
Extras	5
Total (for 7 wks, dec.)	220

Rev. T. B. Powell and F. N. Young did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Fritz	18	0	56	2
Fincher	6	0	31	1
A. Hanson	6	0	42	1
Guest	6	0	28	4
Abbas	3	0	18	0

C.C.C.

D. Fritz, b Owen Hughes	8
B. W. Bradbury, b Owen Hughes	18
E. Fincher, c Oliver, b Powell	8
A. B. Hanson, b Powell	0
T. Grimes, c Ralph, b Stewart	23
W. G. Guest, c Hancock, b Oliver	37
F. Zimmerman, not out	4
H. M. Xavier, c Hancock, b Stewart	0
E. Hanson, b Stewart	0
Y. Abbas, b Stewart	0
F. Schnepel, st. Ralph, b Oliver	0
Extras	5
Total	108

Bowling Analysis.

	O.	M.	R.	W.
Powell	7	0	31	2
Owen Hughes	7	0	32	2
Oliver	4	1	31	2
Stewart	4	1	9	4

C.S.C.C. v. UNIVERSITY.

Playing at home, the Civil Service
C.C. defeated the University 1st XI. by
18 runs. A draw was averted by Hamil-
ton dismissing Hachuma by a good
catch, after he had made 35 runs.

Score:—

C.S.C.C. 1st XI.

G. R. Sayer, c Ng, b Lam	51
P. J. de Rome, c Shahabudin, b Lam	10
Lam	2
E. C. Fincher, b Lam	2
B. D. Evans, b Rumjahn	16
F. E. Lawrence, c Sling, b Lam	5
A. E. Wood, c Zimmerman	28
H. F. Harper, b Lam	0
F. Baker, b Rumjahn	1
E. W. Hamilton, not out	11
H. E. Strang, c and b Rumjahn	1
F. H. Holdman, c Zimmerman	0
Rumjahn	0
Extras	18
Total	134

Bowling Analysis.

	O.	M.	R.	W.
Shahabudin	14	0	51	0
Lam	12	2	34	5
Rumjahn	10	3	18	4
Balhatset	3	1	13	0
Laing	1	0	2	1

UNIVERSITY.

A. A. Rumjahn, run out	0
H. N. Balhatset, c Sayer	23
Baker	2
D. Laing, b Sayer	10
S. O. Shahabudin, b Sayer	0
B. P. Ng, b Baker	1
A. S. Hett, b Sayer	0
C. W. Lam, c Wood, b Sayer	9
D. K. Samy, c Sayer, b de Rome	13
E. Zimmerman, b Sayer	1
S. Hachuma, c Hamilton	35
H. E. Strang	1
W. H. Sling, not out	7
Extras	17
Total	116

Bowling Analysis.

	O.	M.	R.	W.
Hamilton	4	0	20	0
Sayer	13	2	41	4
Baker	5	0	11	3
de Rome	2	0	19	1
Strang	2	1	8	1

C.R.C. v. ROYAL NAVY.

Playing at home, the Chinese R.C.
were badly defeated by the Royal Navy
1st XI. The visitors declared with 202
runs for the loss of 2 wickets, and the
home side were all out for 48. Lieut.
Comdr. Armitage, for the Navy, scored
110 not out.

Score:—

ROYAL NAVY 1st XI.

Mid. Stephenson, b Yeoh	50
Lt. Cdr. Armitage, not out	110
Lt. Col. Cantrell, b Yeoh	1
Lt. Sillitoe, not out	35
Extras	5
Total (for 2 wks, dec.)	202

Pay-Com. Woodward, Lt. Wau-
chope, Capt. Lake, Mid. Sims, Pay-
Com. Coomber, Com. Gray and Lt.
Com. Beatty did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Ching	11	0	62	0
Ng Sze Kwong	5	0	60	0
W. Hung	3	0	20	0
Youngsye	2	0	21	0
Yeoh	5	0	34	2

C.R.C.

Ng Sze Kwong, c Woodward, b Cantrell	2
T. E. Yeoh, b Cantrell	3
W. C. Hung, l.b.w., b Woodward	3
C. Choo, c Armitage, b Beatty	5
J. L. Youngsye, l.b.w., b Can- trell	7
H. C. Hung, not out	13
H. Ching, b Beatty	0
H. L. Yung, c Armitage, b Can- trell	0
C. E. Wong, b Cantrell	0
Ng Sze Chueang, b Cantrell	0
Extras	15
Total	48

Bowling Analysis.

	O.	M.	R.	W.
Cantrell	10	4	18	6
Woodward	4	3	5	1
Beatty	5	2	10	2

LEAGUE-DIVISION II.

H.K.C.C. v. R.E.

The match between the Royal En-
gineers and the Hongkong C.C. 2nd XI.
on the latter's ground ended in a draw.
The R.E.'s batting first were all out for
184 runs, and at the call of time the
home side had compiled 139 runs for 9
wickets.

Score:—

R.E.

Sgt. Blondin, b Parker	10
Lt. Cpl. Hollands, b Vallack	28
S.S. Higgs, c W. W. Mackenzie, b Griffin	5
Capt. Bridgland, not out	84
Lt. Col. Mackintosh, b Parker	3
Spr. Goodyer, c Nicholson, b Griffin	4
Q.M.S. Faro, c Vallack, b Griffin	3
S.S. Kelly, b Pendered	9
Sgt. Durand, b Pendered	6
Q.M.S. Jacob, c W. W. Mackenzie, b Vallack	2
Sgt. Jones, b Vallack	2
Extras	16
Total	184

Bowling Analysis.

	O.	M.	R.	W.
Griffin	12	2	59	3
Vallack	10	3	18	3
Pendered	10	1	42	2
Parker	15	2	56	2

H.K.C.C. 2nd XI.

J. Hall, c Durand, b Jacob	9
A. K. Mackenzie, c Blondin, b Goodyer	0
H. G. Sheldon, l.b.w., b Jacob	8
H. V. Parker, b Higgs	25
W. W. Mackenzie, c Durand, b Jacob	15
T. D. E. Pendered, run out	43
D. E. G. Nicholson, b Jones	3
M. M. Watson, not out	6
D. B. Peat, c Mackintosh, b Jones	0
G. R. Vallack, b Bridgland	17
H. Griffin, not out	5
Extras	6
Total (for 9 wickets)	139

Bowling Analysis.

	O.	M.	R.	W.
Goodyer	11	0	54	1
Jacob	6	0	44	3
Higgs	6	2	15	1
Jones	5	3	18	2
Bridgland	2	0	5	1

FRIENDLY GAMES.

I.R.C. v. R.A.

Playing at home, the Indian R.C. de-
feated the Royal Artillery by 49 runs
with one wicket in hand. The visitors
batting first scored 155 runs, and the
home side retired with 201 runs for the
loss of nine wickets. For the R.A. Capt.
Parkes was the top scorer with 43 runs,
and for the I.R.C. A. H. Madar with the
same number.

P.R.C. v. UNIVERSITY.

The University 2nd XI. visited the
Police Recreation Club and were defeat-
ed by 87 runs. The Police scored 186 runs
and the visitors 99 runs. For the home
side R. G. Robertson was top scorer with
33 runs, and for the visitors, W. M.
Gittins with 30.

K.C.C. v. ROYAL NAVY.

Playing at home, the Kowloon C.C.
2nd XI. lost to the Royal Navy 2nd XI.
by four wickets. Batting first, the
home side were disposed for 184 runs,
and the visitors totalled 181 runs for a
loss of six wickets. For the K.C.C., G.
Lee scored 89, whilst Commander Bower
with 45 runs was the highest scorer for
the visitors.

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LEAGUE TABLES.

There were four matches in the Hong-
kong Cricket League on Saturday—three
in the First Division and one in the
Second Division. Of these, all the First
Division games were played to a finish,
but the Second League match between
the H.K.C.C. 2nd XI. and the R.E.'s
resulted in a draw.

Kowloon, although having no games
in either division, still retain the leader-
ship in each half, but the Navy, through
defeating the Chinese Recreation Club,
have once again drawn level and are
equal leaders with the K.C.C. Both
clubs have now played exactly the same
number of matches, have won the same
number and drawn the same number.
Neither club has lost a game and at pre-
sent it looks as if there will be a close
fight between them at the finish for final
leadership in the premier division.

By their fortunate victory over the
University, the C.S.C.C. move from
fourth position into third, thus taking
the place of their opponents of Satur-
day, who are relegated to their former
position. The Varsity, however, have
the advantage, for, only one point be-
hind, they have played one game less and
won one more than the Civil Service, the
table reading:—Civil Service played 7,
won 2, drawn 5, lost nil; the Varsity
played 3, won 3, drawn 1, lost 2.

The H.K.C.C. strengthened their posi-
tion in the League, although they have
not altered it, by defeating the Crai-
gower C.C., who are now in a somewhat
sorry plight, having dropped to the
position of third from bottom of the
table.

In the Second Division, the H.K.C.C.
move to second position, through draw-
ing with the R.E.'s, but would have
been level with the leaders (Kowloon 2nd
XI.) if they had won Saturday's match.
Other positions in the Second Division
remain unchanged from last week.

The positions in the League table to
date are:—

DIVISION I.				
	P.	W.	D.	L.
Kowloon	7	4	3	0
Royal Navy	7	4	3	0
Civil Service	7	2	5	0
University	6	3	1	2
H.K.C.C.	5	2	2	1
Indian R.C.	6	1	1	4
R.A.	4	1	1	2
Craigower	5	1	1	3
East Surveys	6	0	3	3
Chinese R.C.	5	0	1	4
DIVISION II.				
	P.	W.	D.	L.
H.K.C.C. 2nd	5	3	2	0
H.K.C.C. 2nd	5	2	3	0
I.R.C. 2nd	6	3	0	3
Police	4	2	1	1
Navy 2nd	4	2	1	1
R.E.	3	1	1	1
C.S.C.C. "A"	3	0	2	1
Varsity 2nd	4	0	1	3

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YACHTING.

"COQUETTE" WIN'S ROUND THE ISLAND EVENT.

Sunday's race was round the Island, a distance of 24 miles, going via Sulphur Channel, Repulse Bay, D'Aguiar and Lyemun.

La Cigale, *U* and *I* and the Navy cutter got well away, followed by *Lady Jean*, *Norseman* and *Coquette* in company, with *Brenda* following close and *Toby II* behind. It was windward work against the tide from Sulphur Channel to D'Aguiar. *La Cigale* stood the weather extremely well, but *U* and *I* dropped a little to leeward. *Coquette* sailed an extremely good course to windward, and passed all boats except *La Cigale*. *Coquette* was 20 minutes behind the leader at D'Aguiar, and eventually managed to beat her on corrected time by three minutes, *La Cigale* being second, and *Norseman* third.

The yachts are given below in the order in which they crossed the line:

Place.	H'cap.	Finish	Corrected
Course.	Time.	Time.	Time.
<i>Coquette</i> , 1st...	40m.	3.44.11	3.04.11
<i>La Cigale</i> , 2nd...	scr.	3.07.34	3.07.34
<i>Norseman</i> , 3rd...	50m.	4.12.11	3.18.11
<i>U</i> and <i>I</i> , 4th...	50m.	4.22.34	3.32.34
<i>Lady Jean</i> , 5th...	54m.	5.03.33	4.14.33
<i>Toby II</i> , 6th...	144m.	6.03.54	5.39.54
<i>Brenda</i> , 7th...	88m.	6.06.27	5.57.27
Commander Ratsey, H.M.S. <i>Titanic</i> , sailed a Navy cutter rigged with gunter lug foresail and jib. She did well early in the race, but apparently took the wrong course and finished late, crossing the line about 6.30 p.m.			

SATURDAY'S RACING.

There was a good day's racing at the Royal Hongkong Yacht Club on Saturday, in spite of the difficulties under which the competitors laboured. At the start the wind was at force two, but towards the end of the race, the wind fell considerably, and the yachts had to make the best of their way against the last of the ebb.

La Linda finished first in the Handicap Class, and was followed in by *Rolla*, *Diana* and *Argulla*.

In the Heyward Hays Class *Boojum* was first, with *Why Wonder?* second, and *Sealark* third. In the Gaels' Class *Daphne* was the winner.

Details of the day's racing were as under:—

Place.	H'cap.	Finish	Corrected
Course.	Time.	Time.	Time.
<i>La Linda</i> , 1st...	5.11	5.13.32	5.08.21
<i>Argulla</i> , 2nd...	8.54	5.23.27	5.14.33
<i>Rolla</i> , 3rd...	scr.	5.15.24	5.15.24
<i>Diana</i> , 4th...	44	5.17.55	5.17.14
<i>Colleen</i> , 5th...	6.40	5.34.38	5.27.26
<i>Falcon</i> , 6th...	6.40	5.46.59	5.40.19
<i>Dorothea</i> , 7th...	8.54	5.50.43	5.41.54
HEYWARD HAYS			
<i>Boojum</i> , 1st...	scr.	5.30.38	
<i>Why Wonder?</i> , 2nd...	scr.	5.31.51	
<i>Sealark</i> , 3rd...	scr.	5.33.45	
<i>Bluenose</i> , 4th...	scr.	5.34.24	
<i>Lola</i> , 5th...	4.27	5.38.55	5.34.28
<i>Adèle</i> , 6th...	scr.	5.41.33	
<i>Adanac</i> , 7th...	scr.	5.43.33	
GAELS			
<i>Daphne</i> , 1st...	scr.	5.19.34	5.10.24
<i>Thecla</i> , 2nd...	8.09	5.47.43	5.33.54
<i>Viking</i> , 3rd...	9.38	5.49.55	5.40.17
<i>Pierrette</i> , 4th...	4.27	5.34.06	5.29.58
<i>Ailsa</i> , 5th...	scr.	5.45.16	5.45.16
<i>Gael</i> , 6th...	3.42	5.48.10	5.44.28
<i>Joan</i> , 7th...	3.42	5.50.43	5.47.01

TENNIS AT THE K.C.C.

At the Kowloon Cricket Club yesterday, the monthly tennis social was held, when the "B" team defeated "A" by 350 games to 353.

The successful team comprised: N. Trambitzky and Miss E. Woolley; W. Old and Mrs. Long; W. J. Woolley and Miss M. Woolley; D. H. Hazell and Miss B. Smith; C. J. Roe and Mrs. Blandford; E. Petheram and Mrs. Fraser; L. Jack and Mrs. Spalding; W. R. Buckborough and Mrs. Stanfield; L. T. Quivercourt and Mrs. Vadon; A. Le Cot and Mrs. Rocca; J. M. Jack and Mrs. Purslow; and W. Henson and Mrs. Watson.

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(2.)—All three days. Old Course. After 12.40 p.m. only.

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(4.)—Sunday, February 14th, only. Old Course. Members only.

SPECIAL MEDAL ROUND:—\$1 per card. Minimum 12 entries. A prize.

NOTES.

(1.)—Ladies competing in third event are exempt from provisions of Stroke Rule 4 (2).

(2.)—This programme is subject to revision if Interport Matches clash.

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Shanghai Cottons (old).....	\$18 sel.
Do, (new).....	\$18 sel.
Amusements.....	\$104 buy.
Canton Ice.....	\$7 1/2 nom.
Cements (combined).....	\$15 1/2 nom.
Do, (old).....	\$15 1/2 nom.
Do, (new).....	\$3 nom.
China Buses.....	\$11.10 buy.
China Lights (combined).....	\$18 1/2 sel.
Do, (old).....	\$16 nom.
Do, (new).....	\$10 sel.
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Do, (old).....	\$8 sel.
Do, (new).....	\$8 sel.
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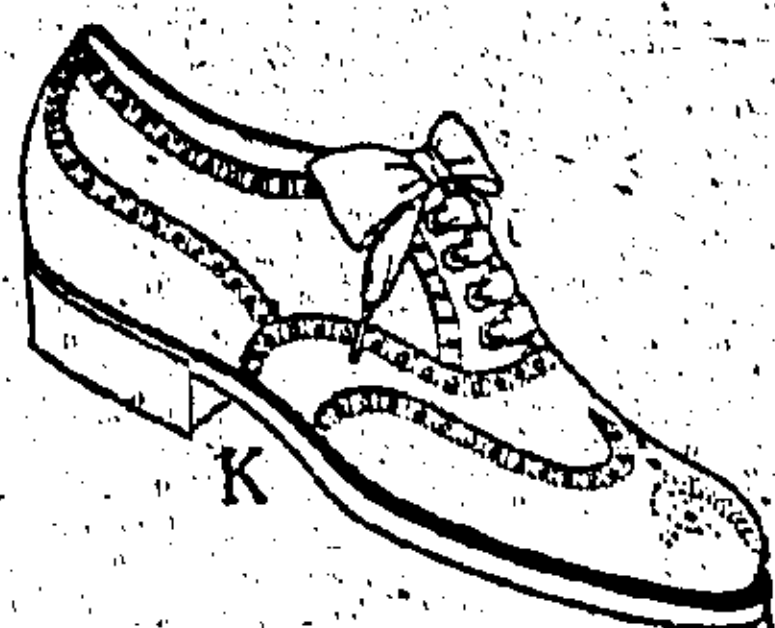
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FINDINGS OF THE COURT OF ENQUIRY.

COMMANDERS OF BOTH SHIPS TO BLAME.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, January 16th.
The Naval Court of Enquiry into the collision between the *Empress of Asia* and the *Tungshing* on January 11th returned a verdict that the commanders of both vessels were to blame.

The Court says that although the *Empress of Asia* was navigated in a seamanlike and proper manner, the commander should have stopped or reduced speed the moment when he first ported his helm.

As regards the *Tungshing*, the Court considered the master committed an error in not altering his course sufficiently at an early enough moment.

Of the two ships the greater degree of responsibility is attached to the *Tungshing*, but the officers of both ships conducted themselves properly after the collision and took all possible steps to save life.

THE ACCIDENT DESCRIBED.

The *North-China Daily News* gives the following account of the collision between the R.M.S. *Empress of Asia* and the s.s. *Tungshing*:

One of the worst maritime accidents that has occurred in Shanghai for a long time took place in the Huangpu on the morning of January 11th with the Canadian Pacific liner *Empress of Asia* and the Indo-China Steam Navigation Co.'s coasting vessel *Tungshing* were in collision, resulting in the sinking of the *Tungshing* and in some damage to the *Empress of Asia*.

The *Empress of Asia*, which is commanded by Captain L. D. Douglas, R.N.R., arrived from Hongkong on Sunday and left the China Merchants' Lower Wharf, en route to Japan and Vancouver, at 6 a.m., on Monday. The *Tungshing* (Captain J. N. Spurgeon) which had arrived at Woosung during the previous night from Hongkong with a mixed cargo and a few passengers, commenced her journey up the river at daylight, and it was shortly after seven o'clock, when the vessels were passing in the Astrakhan Channel, near the Asiatic Petroleum Co.'s barge jetty, that the collision occurred. The *Empress of Asia* was in the charge of Captain James Inch, one of the best-known of the local deep-sea pilots.

A TERRIFIC OBLIQUE BLOW.

While the exact sequence of events that immediately preceded the collision is not clear, it is certain that the *Empress* boat, going down stream, struck the smaller vessel a terrific oblique blow just near the after end of the engine room. A gaping hole was torn in the *Tungshing* and she commenced to sink immediately, her stern going first. When the collision occurred, the sheer of the bows of the *Empress of Asia* quite overlapped the deck of the *Tungshing*, severing her rigging immediately and promptly bringing down her mainmast.

It was a case of every man for himself, and while the officers of the *Tungshing* endeavored to launch one of the ship's boats, some sampans and native junks which were in the vicinity came up and rendered what help they could. A boat was quickly lowered from the *Empress of Asia* and in a few minutes the work of rescue was complete. Those in the water being picked up, and those remaining on the sinking vessel being taken off. The *Tungshing* sank in about eight minutes. She carried five foreign officers, including the master, and a Chinese crew of about 42, and it is believed that all of these were saved.

She carried also two foreign passengers—stated to be Norwegian subjects—and these were rescued from the river wearing only their night attire. She had on board also a few Chinese deck passengers, and it is feared, though no confirmation could be obtained up to the time we went to press, that five or six of these lost their lives.

Even when it was seen that the vessel was doomed and would sink in a few minutes, some of the Chinese insisted on descending into their quarters in the fore part of the ship and attempting to salvage their belongings, and they literally had to be chased off the ship.

OFFICER'S LUCKY ESCAPE.

The chief engineer of the vessel, Mr. A. S. Spiers, who was in his cabin at the time of the collision, suddenly heard a crash and then saw the glass from his port-hole flying across the cabin and striking the bunk. The impact wedged his door and he believed that he was trapped, but suddenly something gave way and the whole door fell off. He lost no time in getting to a place of comparative safety.

As has been stated, valuable help in rescue was afforded by the sampans and junks in the vicinity, and the crews of these deserve every praise. There was another class of individual on the scene, however, also in sampans, and almost before the *Tungshing* had touched the bottom they were busy collecting any loose property they could lay their hands on. The Captain's gramophone was the first thing to go, followed by one of the ship's chronometers, and then an attempt was made to remove anything and everything that could be taken away from the vessel. These creatures were driven off, and later a detachment of the Water Police arrived and placed a watch over the *Tungshing*.

After rendering such help as was necessary and arranging for the rescued crew and passengers to be taken to Shanghai, the *Empress of Asia* proceeded to an anchorage outside Woosung, where she waited for a survey of the damage and further instructions.

"EMPRESS'S" STEM BEN.

Shortly after 10 o'clock Lieut. Col. P. A. Cox, assistant Oriental manager for the C.P.S.S. (who had returned from long leave only the previous day) and Mr. H. L. Fletcher, Lloyd's surveyor in Shanghai, left on the launch *Alexandra* for the *Empress of Asia*. A close examination of the *Empress* from the outside revealed little apparent damage. Her port bow was seen to be scratched and chafed, especially in the region of the "boot-top"; there was what appeared to be some slight denting of two or three plates, and a few rivets were missing; but generally from a superficial appearance the vessel seemed to have suffered very slightly.

Afterwards, when a good deal of cargo had been removed and Mr. Fletcher was able to make a close examination of the bows from the interior, it was seen that the damage was sufficiently serious to delay the sailing of the vessel. Without going into technical details, the vessel's stem was slightly bent, some of the plates were buckled, and portions of the girder-like framework twisted and distorted.

Soon after noon, the Shanghai Tug and Lighter Co.'s launch *Public* arrived with a large quantity of cement and other materials which had been ordered by the master of the *Empress* in anticipation of its being needed. It was the intention at first, we understand, to patch the damage temporarily with cement to enable her to proceed to Nagasaki for more permanent repairs; but after consideration it was decided that the vessel should be brought up the Huangpu again and be repaired sufficiently to enable her to proceed to Vancouver.

Arrangements were made for such of the passengers as desired to return to Shanghai to do so by the *Alexandra*, and it was mostly passengers for Japan, who were in a hurry to get there and wanted to catch the *Nagasaki Maru* the next morning, that did so.

LITTLE FELT ON BIG LINER.

While, naturally, there was intense excitement on the *Tungshing* when the collision occurred, it is a remarkable fact that though many of the passengers on the *Empress* felt the impact, few or some were aware that there had been a serious collision till much later in the day. One local resident, who had said good-bye to a lady passenger on Sunday evening, and who had necessity to go on board the vessel while she was lying at Woosung, knocked at the lady's cabin door. When she opened it and saw him she was quite amazed and asked him why he was going to Japan so suddenly. She was under the impression that the ship was well on the way to Nagasaki, and though she had been to the dining saloon for tiffin was unaware that anything untoward had happened or that the ship was not under way.

The *Tungshing* is lying in the Astrakhan Channel, in 35 to 40 feet of water, at an angle of about 45 degrees across the channel. At high water, all that is showing is her foremast, the upper part of her bridge, and some of the forecastle stanchions. Her poop is almost completely submerged, and three boats, still afloat in their davits, sway with the tide. The Shanghai Tug and Lighter Co.'s salvage and rescue craft *Nancy*, *St. Sampson*, and *St. Dominic* were early on the scene, but it is understood that nothing in the form of immediate salvage was possible. Whether it will be possible to salvage her will not be known till a thorough examination has been made.

ENQUIRY TO BE HELD.

We have purposely refrained from giving any account of the whistle blasts which were given, or were supposed to have been given, immediately before the collision. The officers of the *Empress of Asia* were naturally reluctant in view

of the inevitable Court of Enquiry, to make any comment on the matter, and as we have already heard two separate outside versions of exactly what happened, it would appear better to print neither, but to wait for the Court of Enquiry which, we understand, will probably be held either before the *Empress* resumes her journey, or when she returns to Shanghai.

A PASSENGER'S STORY.

The following is an account of the collision by a Shanghai resident who was a passenger on the *Empress of Asia* and who was on deck when the accident occurred:

At about seven o'clock many of the passengers on the *Empress of Asia* were awakened by a jolt that shook the ship from stem to stern, while the few who were on their feet at that early hour were thrown violently off their balance.

Curiously enough, few realized that the ship was in collision. There was a marked absence below deck of any sign of disaster. No whistles were blown; no shouting or roar of escaping steam—just a distant grinding crash and nothing more. The general impression of those who felt the impact was that the ship had grounded on a sandbank, and with that impersonal sense of security inspired by the *Empress* liners, most of the passengers turned over and went to sleep again.

From the deck, however, there was evidence enough of disaster. The *Tungshing* was heeling over alongside and sinking rapidly by the stern. She had been struck on the port side about the funnel, bow on, by the *Empress of Asia*, and such was the force of the impact that it was obvious that the *Tungshing* was doomed. Ten minutes after the collision the deck amidships was awash and the stern was completely submerged. Some of the *Tungshing's* boats had been carried away and were floating bottom up, and the river was strewn with wreckage.

NO DISORDER.

The officers of the *Tungshing* coolly directed the lowering of one of the other boats and a ship's raft was sent away—no easy matter with a heavy list and a sinking stern. The lifeboat crew on the *Empress* were promptly at their quarters, and the boat lowered and manned.

Sampans appeared and the passengers and crew scrambled into them or into the ship's boats in an orderly and quiet manner and boarded the *Empress* which was standing by. Most of the survivors were in night attire and some who had been immersed in the bitterly cold water were in a pitiful plight, shivering in blankets hurriedly provided for them. One of the unfortunate European passengers scrambled aboard in nothing but pyjamas and was fitted out after a fashion by one of the European passengers who was on deck.

Water was rapidly gaining on the *Tungshing* and clothing and effects were being thrown into the sampans alongside. The stern finally settled in the mud, with the after part completely submerged, and when all had left the *Empress* backed and lay clear.

From the first to last perfect order and quiet obtained and it was not till breakfast time that many of the passengers on the *Empress* were aware that anything untoward had happened.

It is recalled that during the terrible typhoon which destroyed Swatow in 1922 the *Tungshing* was wrecked. Her case was thought to be hopeless at one time, but she was eventually salvaged, taken to Hongkong, and given a new lease of life, which apparently has been terminated by the distressing accident.

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We have received a Very Nice Selection of LEATHER HANDBAGS from PARIS and on account of the Favourable Exchange they are Sold at Exceptional Low Figures.

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(101)

THE OVERSEAS LEAGUE.

MR. ERIC RICE'S MISSION IN HONGKONG.

Mr. Eric Rice, assistant Secretary of the Overseas League (formerly private Secretary to Sir Edward Stubbs) who has been spending the past week in Hongkong on a mission in furtherance of the Overseas League, writes to us:

"I shall be most grateful if you will inform your readers that full details about the Overseas League are to be found in the *Tare of Mr. A. S. Abbott* at Messrs. Kelly & Walsh, who, being a new member himself, is able to enrol other members. I think there are well over 300 members in Hongkong already, including over fifty newly enrolled, and this already makes of Hongkong one of the record branches in the world.

"The membership of the League is now close on 40,000—British subjects in every country. The annual subscription of ten shillings includes the receipt of the monthly magazine *Overseas* which is a sort of *reunited* of the world's activities, and contains wonderful photographs. Also the use of the Club headquarters in the heart of St. James', which comprise bedroom accommodation, for both sexes and married couples, restaurants, reading rooms, etc. It is a good spot to visit, inasmuch as it is becoming rapidly recognised as a meeting place for British people from all parts of the world.

"I am still hoping to meet a good many of the old members during my fortnight here, and to get many more Hongkong residents to back it up."

ANOTHER PIRACY?

JAPANESE STEAMER MISSING.

The *N.C. Daily News* of January 12th says:

An alarming report was current in Shanghai yesterday to the effect that a Japanese steamer had been carried off by pirates from the Huangpu. What appeared to be circumstantial corroborative detail was a statement that, in the absence of any Japanese cruiser in port, H.M.S. *Carlisle* had been despatched to search for her.

There is no doubt that another piracy has been perpetrated, but as far as can be learned it has taken place, not in the Huangpu, but in south China waters, actually in the Canton River near Whampoa. The similarity in pronunciation of the names of Huangpu and Whampoa doubtless led to the confusion in the report received.

H.M.S. *Carlisle*, which has just arrived in Shanghai, is still at her moorings, and while the departure of the *Durban* for Chefoo has been delayed, this is solely due to the death of one of her marines. No details of the actual piracy are yet to hand.

THE QUEEN'S THEATRE.

ANOTHER MUSICAL TREAT BY "HAYKINS" ORCHESTRA.

Music lovers had another fine treat last night at the 8.15 performance at the Queen's Theatre, when the management were again fortunate in securing the attendance of the excellent symphony orchestra of H.M.S. *Haykins*.

There was a large audience and the programme provided by the flag-ship orchestra was very much enjoyed. In addition to the Concert there was a picture programme which included the big stage success "Enter Madame," which was presented in the form of a Metro-Goldwyn film play, starring Clara Kimball Young. This picture will be repeated at to-day's performances.

THE ATHERLEY TRIAL. SENTENCE OF TWO YEARS' HARD LABOUR. JUDGE ON PRISONER'S PITIABLE CASE.

The trial of James Edward Atherley, former manager in Hongkong of Messrs. Getz Bros. (of the Orient), Ltd., who was charged with fraudulent conversion of four sums, totalling \$2,275, belonging to his employers, was concluded, before Sir Henry Gollan, the Chief Justice at the Criminal Sessions on Saturday. The jury after fifty minutes' absence returned with an unanimous verdict of guilty on all four indictments, and prisoner was sentenced to twelve months' hard labour, on the first, six months' hard labour on each of the second and third, these sentences to run consecutively, and a further six months' hard labour on the fourth charge, this sentence to run concurrently.

TEN DAYS' TRIAL.
The trial had lasted ten days, which is probably the record length of time for a criminal case in Hongkong. For the second time for many years in the annals of the Hongkong Law Courts, the case was continued on a Saturday afternoon.

AN "UNFORTUNATE" PROCEDURE.
At the outset of the hearing, His Lordship said that both Counsel for the prosecution and Counsel for the defence had stated that accused had had more than one previous opportunity of making an answer to the charge, and had not availed himself of the opportunity. Mr. Zeilynn had protested that it was a matter for the accused and his solicitors. He fully agreed with Mr. Zeilynn, but he felt that men like the accused did not always recognise the advantage of a statement made by an accused person at the earliest opportunity. If, when a person was charged, he made a statement, and if that defence were also adopted at the trial, then his statements in the witness-box would be argued as statements to be believed.

It could be then argued that the defence had been consistent all along, because he would have stated at the very first opportunity what his defence was going to be. Had the accused in the present case made the statement which he made in the witness-box, when he had been first charged, it would be seen how greatly strengthened his defence would have been. It was unfortunate that a statement was not made at once, because any defence put up afterwards would have been greatly strengthened by a clear statement of what the defence was at the first available opportunity.

"MONEY TO GAMBLE."
His Lordship then dealt with the legal construction which had to be placed on the charges. The jury would have to be satisfied that payment of the amounts mentioned had been made to plaintiffs. It was common between the parties that the money had been received. Accused disputed that the money belonged to Getz Bros. The complainant and cashier in evidence, stated that they were known to be monies belonging to Getz Bros. Furthermore, the prosecution had produced a document which showed the exact procedure by which the payments were made. The jury would also have to be satisfied that there had been fraudulent conversion of the monies. They could only decide that from the evidence. If they found that accused, knowing that the monies belonged to Getz Bros., applied them to his own purposes, and did so without the knowledge of Getz Bros., then there would be strong evidence that the monies had been fraudulently converted to his own purposes. It had been admitted that the monies were used to enable the accused to gamble, and if such a position became general, it would be very hard on employers for they would get no profit on the money which had been used even if the employee won, and they were almost certain to lose if an employee lost. The law on the matter was quite simple; it was the question of fact which was confused and contradictory.

FOUR HOURS' HEARING.
Owing to the several intricacies of the case, His Lordship had earlier in the week intimated that at the conclusion of the trial, he would read all the evidence through. At 11 a.m. he began reading the voluminous notes and concluded at 4.25 p.m., having taken nearly four hours in doing so, allowing for the fifteen interval.

PATIENCE AND ENDURANCE.
His Lordship's summing up was brief. He informed the jury that all the exhibits to which reference had been made would be put before them. He was sure that their patience had been considerably tried in listening to all that repetition of what had been said, but he would assure them that his endurance had been no less taxed in reading it to them. He had thought it was only fair to do so, so as to refresh their minds. There had been a large number of facts given, some relevant, and others irrelevant to the case, and it was just as well that they should have everything necessary in their minds before coming to a decision on the very serious charges which it devolved on them to decide. As a matter of fact, the case was really a simple one, and he would put it before them in its simplest form, but they would have to keep in mind, relevant and documentary evidence put before them.

THE PROSECUTION.
The case for the prosecution was that Mr. Atherley on March 24th, 1924, had got into serious financial difficulties, and ordered the complainant to pay the Company's monies to him, and in consequence of this, he took the monies belonging to the Company, placed them in his own account, and used them for his own purposes. The prosecution stated that he paid them into his account with that intention, and that he knew all along whence they came.

AMOUNTS TRACKED.
Continuing, His Lordship said, that the evidence which the prosecution had put before them had been strongly corroborated. In the course of the case for the prosecution it had been shown clearly that the amounts mentioned in the indictment were in the hands of accused. It was pointed out that these amounts could be traced through his account, and repayments in respect of these amounts, mentioned in the four counts of the indictment, could be traced as having been repaid into the Company's account.

A WOMAN NOVELIST'S LICENCE.
It had been suggested that they were coincidences. They must ask themselves could they be regarded as coincidences. "You will know," added His Lordship, "that a lady novelist usually uses a coincidence as a denouement for her story, but it would need rather a remarkable novelist to extend the long arm of coincidence to the extent to which it has had gone in this case. However it is a matter for you."

THE DEFENCE.
Dealing with the defence, His Lordship said that their case was that the monies were advanced made by the complainant to Atherley, who did not know that they were the Company's monies. He held that it was solely a transaction between the complainant and himself. But when all the remarkable resemblances in the accounts were shown his answer was that they were coincidences, and persisted that the transaction was between the complainant and himself.

Continuing, His Lordship said that he was sure that in view of the seriousness of the case which they had to decide, they would take all possible care to go into the evidence given on both sides. If they believed the story of the prosecution substantially, and if they did not accept the explanations of accused in any way, then they must give a verdict accordingly. On the other hand, if they believed the evidence of accused, if they had any reasonable doubt in their minds on one, or on all the charges brought against him, then the verdict must go in his favour. But the doubt must be a reasonable one. They would take each of the counts and give the verdict on them singly.

This concluded His Lordship's summing up. Mr. Zeilynn asked that all the documents produced should not be forgotten. His Lordship replied that all the exhibits would be put before the jury.

MR. JENKIN'S LAMP.
Mr. Jenkin rose and said that if the jury wished to examine the examples which Atherley had given of his signature, he had a very powerful lamp which he could give them for the purpose. It was however necessary to have a very strong light and as there was no plug in the library, they would, if they needed it, have to go to another room.

His Lordship said that if the jury expressed a desire to use it, they could do so.
FOREMAN'S QUESTION.
Before retiring, Mr. E. A. Simon, the foreman of the jury, asked His Lordship if their verdict would have to be unanimous.
His Lordship: I would rather not tell you that.
The jury retired at 4.25 p.m. The six jurymen were: Mr. E. A. Simon (foreman), Messrs. Maurice Minney, H. J. Stainfield, A. S. da Roza, Sheikh Juman, and Sam Alan Yan. The former foreman, Mr. P. M. N. da Silva, had been discharged on Thursday, owing to illness.

The jury returned at 5.15 p.m. having been absent for nearly an hour, and the foreman announced that they were unanimous in their verdict that accused was guilty on each of the four counts.
"A PITIABLE CASE."
His Lordship, addressing prisoner said: James Edward Atherley, you have been found guilty on each of the four counts of the indictment with which you have been charged, and I can only say that I am fully in accord with the Jury's verdict. I do not see what other verdict they could have given on the evidence. Yours is a pitiable case, but not an unknown one, not an uncommon one. You were betrayed into living extravagantly, and then, in your endeavour to recover yourself, you speculated with the monies of your employers, and so find yourself in the position you are to-day.
I do not desire in any way to add to the pain of your position, but I must remind you, that you were in a position of great responsibility, and you failed those who put their trust in you. You have persisted to the end in denying the charges brought against you, and I cannot but take a very serious view of the matter.

On the first indictment you will be sentenced to one year with hard labour, on the second to imprisonment of six months' hard labour, on the third to imprisonment of six months' hard labour, and on the fourth to six months' hard labour. The first three sentences will run consecutively, and the fourth sentence concurrently.

Atherley heard the sentence without a trace of emotion, and passed from the dock calmly, in the custody of two warders.

During the afternoon there were approximately a hundred persons in court, including a large number of Europeans.

On behalf of the Attorney-General, Mr. Jenkin handed in a *nolle prosequi* on another indictment containing forty-one counts.

His Lordship thanked the jury and absolved them from further attendance for two years.

KUOMINTANG CONGRESS ENDED.

[FROM OUR CHINESE CORRESPONDENT.]

The second national conference of the Kuomintang left wing in Canton, which had been in session in Canton since January 1st, with some 14 outside delegates and many local members of the Kuomintang holding proxies thus providing for a membership of nearly 200, closed its meetings yesterday.

The resolutions passed during the session included approval of late Dr. Sun Yat Sen's co-operation with the Soviets, re-confirmation of Kuomintang attitude of friendship with Russia, condemnation of Japanese military invasion of Manchuria, support to workers' boycotting Hongkong, demands for early abolition of unequal treaties and for the convocation of a national conference of people's delegates in Peking. Among the delegates was Mrs. Sun Yat Sen, widow of the chief of the Party.

WHAMPOA PORT DEVELOPMENT.

[FROM OUR CHINESE CORRESPONDENT.]

The Whampoa Development Association at Canton was inaugurated at the Educational Association Building, Kaa-yao-fong, on January 14th, some 300 persons attending. The Chinese National Labour Union, purporting to represent workers all over China, and 14 other organisations, were said to have signified their willingness each to nominate a representative to form the executive committee of the association.

OFFICIAL APPOINTMENTS.

His Excellency the Governor has made the following appointments:—

Mr. E. R. Hallifax, C.M.G., C.B.E., to act as Colonial Secretary.

Mr. D. W. Trautman to act as Secretary for Chinese Affairs and Registrar of Marriages.

Mr. D. W. Trautman to be a Member of the Executive and Legislative Councils.

Mr. J. S. McLaren to be Assistant Colonial Treasurer and Assessor of Rates.

Mr. Wong Kwong Tin to be a member of the Sanitary Board for a further term of three years.

RUSSIAN LIGHT OPERA CO.

BRIGHT ENTERTAINMENT AT THE THEATRE ROYAL.

The Russian Imperial Light Opera Company scored a distinct success at the Theatre Royal on Saturday evening. Hongkong is, and always has been, very partial to light opera and our theatre-going public were intrigued to see, and hear, something of these graduates of the Imperial School of Opera at Moscow who came to us with such high encomiums from their own efficient band of Press agents. Perhaps there was a little scepticism regarding some of the more flattering testimonials showered upon them in advance, but the Colony's interest was aroused and it decided to judge for itself. The result was a packed house, and the audience were more than satisfied with the entertainment provided.

In the circumstances the question whether all the members of the cast are "operatic stars of the first magnitude," as it was suggested they were, need not be discussed. They provided a cheery evening's amusement. They sang well. They danced well, and we sincerely trust that they spoke well. On that subject, however, we are not qualified to express an opinion. To follow the plot of a musical comedy in English is difficult enough. To pick up the threads of the story in Russian is a task calculated to daunt even the stoutest hearted. All that we can say is that there was plenty of volume, and that the leading gentleman, who was playing the part of the stage lover, weighed, at a rough estimate, sixteen stone, and had a voice entirely in keeping with his rotundity.

The brightest part of a bright entertainment was the dancing in the second act, and particularly the eccentric dancing of one of the male members of the chorus. He was a splendid athlete and his prowess took the house by storm. The loud and insistent demands for an encore which came from every part of the building demonstrated the appreciation felt for a wonderfully good performance. The lady members of the chorus were sprightly and pleasing to look upon. It was a pity there were not more of them. The only blemish in the production of which notice may be taken was the lack of an orchestra. M. Sergei Guy, as the piano, if it was M. Sergei Guy, was probably doing his best but for a comedy which depends to a large extent upon music for its success, he wanted more assistance than two violinists could provide.

It is difficult to place the members of the cast in their proper roles but those taking part were: Natali Bochagova, Mary Insarova, Vladimir Darrow, M. Bakaleinikoff, Leon Yanushev, Tonia Mazet and Ivan Lantsoff. The Company is under the direction of M. Bakaleinikoff and is organised by the Shanghai Theatrical Enterprises of which Mr. L. Ladow is the Managing Director.

Yesterday (Sunday) the Company gave "The Merry Widow" at the Star Theatre, Kowloon, and this evening they will present "The Dollar Princess." A visit can be thoroughly recommended.

PONIES FOR SALE.

AUCTION AT JOCKEY CLUB STABLES TO-DAY.

MORE DERBY GRIFFINS.

[BY ARGUS.]

At the Jockey Club Stables, at 5.15 this evening, there will be offered for sale by auction the following ponies: Uncle Chick (late Golden Chrysanthemum), Uncle Gusengel (late Auchenreoch) and Uncle Albert (late The Wasp). The ponies are the property of the estate of the late Mr. H. H. Taylor, who raced under the name of "Mr. Relyon."

Up till a few meetings ago, these ponies ran in the colours of Mr. A. A. Alves and were all fairly consistent performers.

Uncle Chick is a bay 13.2 and since he started as a griffin at Kiangwan in February, 1923, he has taken part in 47 races, with the following result:—

First on 8 occasions.
Second on 8 occasions.
Third on 11 occasions.
Unplaced on 20 occasions.

His best performance was in the June Handicap "A" Class, on June 1st last, when, with 135 lbs. in the saddle, he defeated Saligia (160 lbs.). The time for the 12 miles was 2.40.2-5.

Uncle Albert (chestnut 13.1), on May 2nd, won the Commonwealth Handicap (6 furlongs) in 1.31.4-3, carrying 147 lbs. (1 lb. in excess of the weight allotted by the handicapper). At his best, this gelding is more than useful, but he will need a long rest and veterinary treatment first.

Uncle Gusengel (dark 13.1) commenced his career here in flattering fashion at the annual meeting last February; but he has not yet won a race. His best effort was in the American Cup (7 furlongs, 55 yards) when Grey Knight beat him by 1½ lengths, on February 18th.

There should, at any rate, be spirited bidding for Uncle Chick this evening, especially among Officers requiring a candidate for the United Services Cup, to be decided on March 3rd. This pony has shown he can carry weight, and under the conditions for the Cup, he will get in at 2 lbs. over weight for inches.

MORE DERBY GRIFFINS.

The s.s. *Chinnun*, which left Shanghai on Saturday, has on board three more Derby Griffins for the H.K.J.C. annual meeting.

Two are being shipped to the order of Mr. B. D. F. Beith and the third has been purchased by Mr. Percy Tester. It is possible that the two first-named will run under the joint ownership of Messrs. Dyer and Beith, but nothing definite on this point was obtainable last evening.

MR. F. B. MARSHALL HERE.

Mr. F. B. Marshall arrived here on Saturday by the s.s. *Empress of Australasia*, and was present on the race-course yesterday morning to see Mr. Dynasty's string at work.

ALLEGED "SQUEEZE."

INDIAN CONSTABLE CHARGED WITH TAKING BRIBE.

An Indian constable appeared before Mr. R. E. Lindsell at the Central Magistrate's Court on Saturday, charged with taking a bribe from the driver of a motor-car. Mr. T. H. King (Director of Criminal Intelligence) prosecuted, and said defendant stopped a car near the Hongkong Hotel on Wednesday, and told the driver that his rear light was bad. The driver, maintained that his light was all right, and defendant said he would take out a summons. Defendant shortly afterwards again stopped this car, and told the driver that he would not take out the summons if he handed over \$4. The driver did not have any money with him, but it was agreed that they should meet next day, when the money would be paid. The driver reported the matter to the Police, and he was given four marked \$1 notes. The Police kept watch and saw the driver and defendant meet, and though the actual transfer of the money was not seen, a detective would give evidence concerning this.

The case was adjourned until Wednesday, bail being fixed at \$200.

RAINFALL AND TEMPERATURES.

Observatory returns show that during December the average mean temperature was 62.9. The maximum temperature was 76.3 on the 1st, and the lowest minimum was 46.8 on the 30th. There were 182.9 hours of sunshine whilst the rainfall was 0.225 inches. The average humidity was 58.

The rainfall for the month at the Botanical Gardens was 0.19 on 3 days, at the Matilda Hospital, Mount Kellett, it was 0.19 on 3 days, and at the Police Station, Tai-po, it was 0.19 on 3 days.

The lowest reading of the barometer (M.S.L.) was 29.94 at 15h on the 15th.

The maximum squall velocity, as recorded by the Dines-Baxendell anemograph, was at the rate of 51 miles per hour at 2h. 37m. on the 18th.

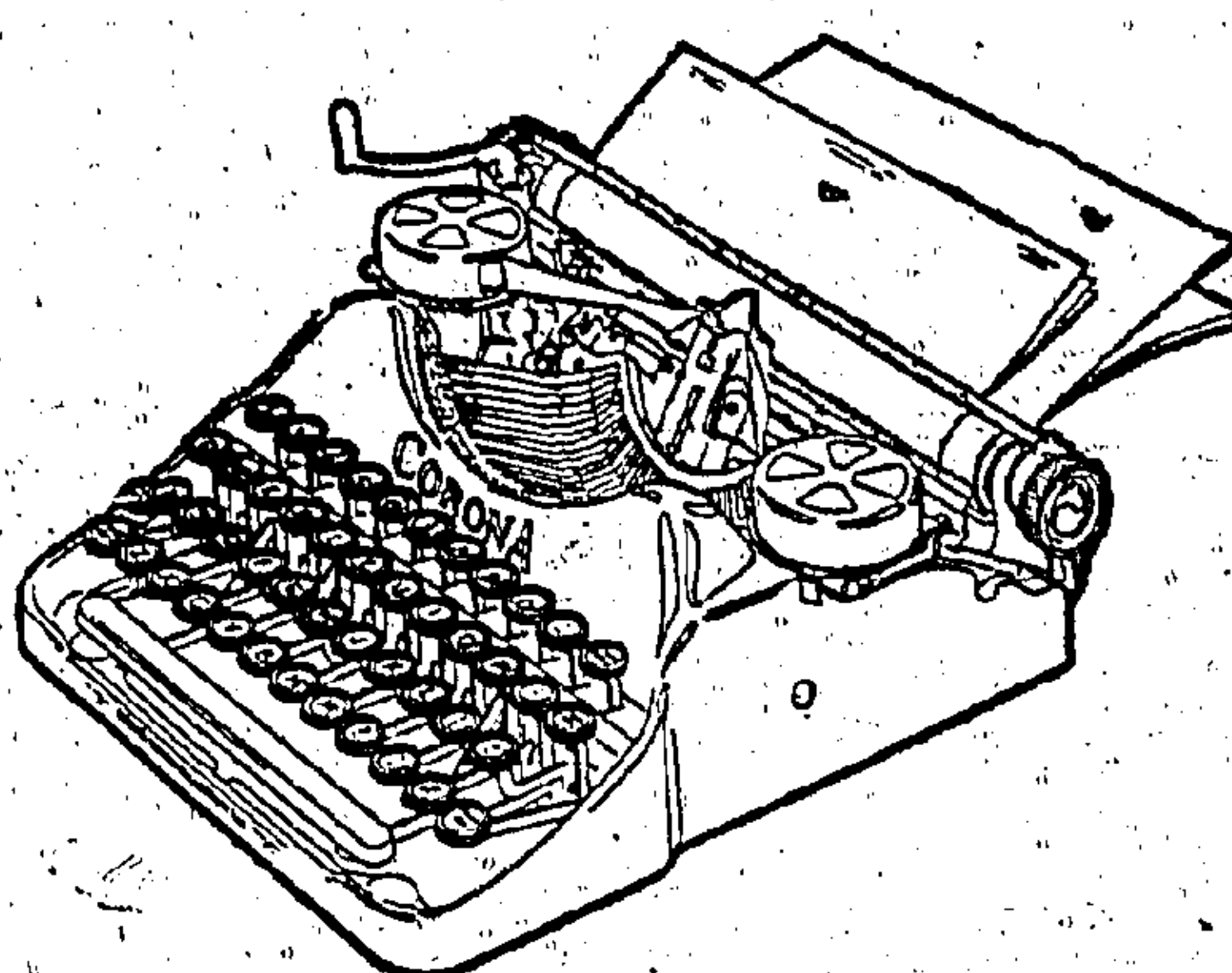
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| | LESS THAN THE DUST | " " |
| 1665— | THE KASHMIRI SONG | " " |
| | TILL I AWAKE | " " |

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BURNS ANNIVERSARY DINNER

HONGKONG HOTEL.

MONDAY, 25TH JANUARY.

WILL Members intending to be Present Please Advise the Undersecretary Not Later Than MONDAY, 18TH JAN. 1926.
H. E. D. ADAMS

G. R.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be Received at the Office of the O.C. R.A.B.C. Headquarters, Victoria Barracks, Hongkong, until 12 O'CLOCK Noon on the Dates stated, for the undermentioned Services for a Period of 12 Months from the 1st APRIL, 1926.

Food	5th Feb. 1926.
Indian Supplies	5th "
General Supplies 'A'	9th "
General Supplies 'B'	9th "
Meat, Fresh or Frozen	"
and Live Cattle	11th "
Forage	11th "
Barrack Services	12th "
Transport Services	13th "
Hospital Supplies	19th "

Tender Forms and any Necessary Information may be obtained at the above Office between the Hours of 10 a.m. and 1 p.m. Daily, except Sundays. [3083]

G. R.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE AND MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the Lords Commissioners of His Majesty's Treasury, London, up to and for the Sum of £20,000, will be Received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 O'CLOCK A.M., on the 15TH JANUARY, 1926.

The Tenders to state the Total Amount (in Pounds sterling). No Telegraphic Transfer will be made for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby Notified that, having regard to the provisions of the Acts 22 George III., Cap. 45 and 41, George III., Cap. 29, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

J. B. R. BACCHUS, Lt.-Col.,
Treasury Chest Officer, R.A.P.C.

His Majesty's Treasury Office,
Hongkong, 17th January, 1926. [3082]

CHEFOO HARBOUR IMPROVEMENT COMMISSION.

TENDERS INVITED FOR SUPPLYING RAILWAY RAILS, ETC.

THE CHEFOO HARBOUR IMPROVEMENT COMMISSION invites TENDERS FOR SUPPLYING RAILWAY MATERIALS consisting of 6015 Rails for Trucks to a Total Length of about 3,400 Feet together with the Necessary Joists and Fastenings and 15 Sections of 15 Feet each, and Drawing and Specifications can be obtained on Application to the COMMISSION'S MAINTENANCE ENGINEER.

Sealed Tenders accompanied by Drawings and Detail Specifications and endorsed "TENDER FOR RAILS" must be delivered to the TREASURER, CHEFOO HARBOUR IMPROVEMENT COMMISSION, CHEFOO, Not Later Than the 27th or 28th JANUARY, 1926.

The Harbour Commission does not bind itself to accept the Lowest or any Tender.

R. C. L. DANJOU,
Treasurer.

CHEFOO HARBOUR IMPROVEMENT COMMISSION. [3084]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM VIA PORTS.

THE Steamship PEMBROKESHIRE

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 23rd January, 1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Denison, on 22nd January, 1926, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be affected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE MATHESON & Co., Ltd., Agents.

Hongkong, 14th January, 1926. [3081]

INTIMATIONS

HONGKONG JOCKEY CLUB.

ENTRIES for the Forthcoming RACES CLOSE ON SATURDAY, JANUARY 23RD, 1926, at 3 P.M., and must be sent to the SECRETARY, c/o LINTAS & DAVIS, Alexandra Buildings on or before This Date.

Entry Forms are Now Ready and can be had at the JOCKEY CLUB STABLES, RACE COURSE, HONGKONG CLUB or LINTAS & DAVIS. [3048]

HONGKONG JOCKEY CLUB.

3RD DAY, 7TH RACE, 9th MARCH, 1926.

THE UNITED SERVICES CUP.

NOTICE IS HEREBY GIVEN that the Conditions for This Race have been Altered and should Read as under—

CONDITIONS.—A Cup will be presented to the Winner with \$400 added. Second \$250 Third \$150. For China Ponies the bona fide property of, and to be ridden by, Officers of H. M.'s Regular Forces. "Polo Ponies" leased by Officers will, for the purpose of This Race, be considered as the bona fide property of such Officers. GROSS WEIGHTS at 160 lbs. Entrance Fee \$5. Once Round (about 7 Furlongs and 55 yards). [3084]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN that The THIRTY-EIGHTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on WEDNESDAY, 27th JANUARY, 1926, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st DECEMBER, 1925.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 15th JANUARY, to WEDNESDAY, 27th JANUARY, both days inclusive, during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL, Secretary.

Hongkong, 7th January, 1926. [3086]

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Society will be held on THURSDAY, 28th JANUARY, 1926, at 8.30 P.M., in the Board Room of Messrs. JARDINE, MATHESON & Co., Ltd.

All Ladies and Gentlemen interested in Horticulture, whether Members of the Society or not, are Cordially Invited to Attend.

To receive and pass the Committee's Report and Statement of Accounts for the year ended 31st December, 1925.

To Elect Officers and a new Committee for the current year.

To Fix the Date of the Annual Flower Show.

To discuss any matters of interest to Horticulturists in Hongkong and Outlying Districts.

E. B. C. HORNELL, Hon. Secretary.

Hongkong, 15th January, 1926. [3075]

COKE.

TENDERS are invited for the Purchase of 500 Tons of GAS COKE, Half ex Works West Point and Half ex Works, Kowloon.

Tenders should be submitted on or before 20th JANUARY, 1926, addressed to the MANAGER. The Company do not bind themselves to accept the Highest or any Tender.

HONGKONG & CHINA GAS CO. LTD. [3077]

DERRINGTON.

HIGH CLASS PRIVATE HOTEL.

5, PEAK ROAD. TEL. CENTRAL 4464. [3083]

TO LET.

TO LET.—Self Contained Flat in Armament Buildings, Kowloon, Four Large Rooms, Kitchen, Servants' Quarters, etc. Furniture and Fittings may be Taken Over if Required. Apply—Post Office Box 669, Hongkong. [3082]

TO LET.

ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SCITE of OFFICES in the "FRENCH BUILDING" ex "VICTORIA BUILDING," No. 6, QUEEN'S ROAD CENTRAL (between CHARTERED BANK and MERRILL LEE BANK).

Apply to—
BANQUE DE L'INDOCHINE, Chater Road. [3067]

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).

Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.

2082

TO LET.

TWO Newly constructed EUROPEAN HOUSES, MAGNIFICENT, MOTOR ROAD, Three Floors, Three Large Rooms, each with Kitchen, Servants' Quarters and Bath Room, fitted with Flush System.

Garage provided. Immediate possession.

Apply—
SANG KEE,
New Bank Building, [2221]

EVERLITE DYNAMO POWER LAMP.

No Batteries. No Reills Required. Never Burns Out Six Months Free Guarantee \$10.00. Each. MONTGOMERY OILMEN & Co., Ltd.

Des Voeux Road. TEL. 4630

INTIMATIONS

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

THE VALUABLE HOUSEHOLD PROPERTY

Situate at VICTORIA in the Colony of Hongkong and known as SUB-SECTION 2 of SECTION E of INLAND LOT No. 551 with the Building thereon known as No. 42, BONHAM ROAD

BY
Messrs. LAMBERT BROTHERS,
At Their Salesroom, No. 5, DUNDRELL ST.,
VICTORIA, HONGKONG,

ON
MONDAY, THE 18TH DAY OF JANUARY,
1926, AT 3 O'CLOCK, P.M.

For further Particulars and Conditions of Sale, Apply to—

Messrs. WOO AND NASH,
Mortgagees' Solicitors,
Bank of China Building.

OR TO—
Messrs. LAMBERT BROTHERS,
Auctioneers, No. 5, DUNDRELL ST.,
Hongkong, 6th January, 1926. [3080]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

VALUABLE HOUSEHOLD PROPERTIES

Situate at MONGKOKTSUI, Kowloon, in the Colony of Hongkong, and known and registered in the Land Office as—
KOWLOON INLAND LOT No. 1613 (Area 1,659 Square feet. Crown Rent: \$8)

AND
KOWLOON INLAND LOT No. 1615 (Area 1,659 Square feet. Crown Rent: \$8)

Together with Four Messuages thereon in RECLAMATION STREET, MONGKOKTSUI, aforesaid.

TO BE SOLD
IN ONE LOT

ON
THURSDAY, THE 21ST DAY OF JANUARY,
1926,
At 3 O'CLOCK, P.M.

AT
THE CHINA AUCTION ROOMS,
4, DUNDRELL STREET, VICTORIA, HONGKONG.

By
MR. E. V. M. R. DE SOUSA,
Auctioneer.

For further Particulars and Conditions of Sale, Apply to—

Messrs. JOHNSON, STOKES & MASTERS,
Princes' Building, Hongkong.

OR TO
MR. E. V. M. R. DE SOUSA,
The Auctioneer.

Hongkong, 11th January, 1926. [3084]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

VALUABLE HOUSEHOLD PROPERTY

Situate at VICTORIA, HONGKONG, and known as MARINE LOT No. 345, together with No. 119, CONNAUGHT ROAD CENTRAL and No. 237, DES VOEUX ROAD CENTRAL erected thereon.

Area: 2,240 Square feet. Crown Rent: \$42.00.

MARINE LOT No. 346, together with No. 120, CONNAUGHT ROAD CENTRAL and No. 239, DES VOEUX ROAD CENTRAL erected thereon.

Area: 2,228 Square feet. Crown Rent: \$42.00.

TO BE SOLD
IN TWO LOTS

BY
PUBLIC AUCTION

ON
TUESDAY, THE 26TH DAY OF JANUARY,
1926, AT 3 O'CLOCK P.M.

At Their Sales Rooms, DUNDRELL STREET, VICTORIA, HONGKONG.

By
Messrs. LAMBERT BROTHERS,
Auctioneers.

For further Particulars and Conditions of Sale, Apply to—

Messrs. JOHNSON, STOKES & MASTERS,
Princes' Building, Hongkong.

OR TO
Messrs. LAMBERT BROTHERS,
The Auctioneers.

Hongkong, 12th January, 1926. [3069]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

VALUABLE HOUSEHOLD PROPERTY

Situate at VICTORIA, HONGKONG, and known as SECTION C of the NORTHERN PORTION of the PEAK RECLAMATION to the REMAINDER PORTION of MARINE LOT No. 69, together with No. 38, DES VOEUX ROAD WEST and No. 71, CONNAUGHT ROAD WEST erected thereon.

Area: 2,440 Square Feet.

Crown Rent: \$44.71.

TO BE SOLD
IN ONE LOT

BY
PUBLIC AUCTION

ON
TUESDAY, THE 26TH DAY OF JANUARY,
1926, AT 3 O'CLOCK P.M.

At Their Sales Room, DUNDRELL STREET, VICTORIA, HONGKONG.

By
Messrs. LAMBERT BROTHERS,
Auctioneers.

For further Particulars and Conditions of Sale, Apply to—

Messrs. JOHNSON, STOKES & MASTERS,
Princes' Building, Hongkong.

OR TO
Messrs. LAMBERT BROTHERS,
The Auctioneers.

Hongkong, 12th January, 1926. [3070]

INTIMATION

IN THE PIPING TIMES

OF OLD.

There was a fine spirit about the good old times. The days that are passing now are the piping times that future generations will surely look back upon with understanding. For about them too will be marked a grand spirit.

DEWAR'S

DEWAR'S

'WHITE

LABEL"

AND

"VICTORIA

VAT"

FINEST

OLD SCOTCH WHISKY.

As supplied to the Houses of

Lords and Commons.

By Royal Appointment to

His Majesty The King.

SOLE AGENTS—

A. S. WATSON & CO., LTD.

[50]

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JANUARY 15TH, 1926.

REVENUE FROM BETTING.

MANY people at home find an irresistible attraction in the possibilities of raising a considerable revenue for the State by imposing a tax on betting. The proposal has been discussed at various times without practical results; and we observe that it is again engaging attention. No doubt the recent threat of Mr. CHURCHILL as Chancellor of the Exchequer that he may find it necessary to increase existing taxation is enough to make everyone—even the opponents of a betting tax—"think furiously," as the French say, in order to find new sources of national revenue as an alternative to a further levy upon earnings or dividends. Lord NEWTON brought forward a motion in the House of Lords recently in support of a betting tax. He confessed that he had nothing new to urge in its favour except that the demands of the Treasury are more insistent than ever. We gather from the debate that the Government are not entirely opposed to a tax of this kind, and are keeping in mind some plan for the licensing of bookmakers on the lines suggested two years ago by the Committee of the House of Commons over which Sir HENRY CANTLEY presided. But there are many difficulties in the way. Some are severely practical, while others are mainly political. Foremost in the former category may be placed the difficulty of collecting the tax. According to the EARL OF PLYMOUTH, speaking in the debate on behalf of the Government, this is so formidable as to leave little prospect of the CHANCELLOR OF THE

EXCHEQUER discovering a way of balancing his Budget by such an expedient. But this explanation—or, as some would say, excuse—for doing nothing is scarcely convincing. Most of the British Dominions have adopted the pari-mutuel or totalisator principle, and thereby share in the money spent on betting, a large revenue obtained in this way being available for public purposes. Last year in New Zealand the tax brought in a little over £600,000, and, as the population of New Zealand is about 1,300,000, Lord NEWTON calculates on this basis that a tax on betting in Great Britain might yield as much as £25,000,000.

The fact of the matter is that the only real reason, or motive behind all the arguments that are used against a betting tax is the feeling entertained by a great many estimable people that betting is immoral. The politicians are perfectly well aware of it, and hence the reluctance of the Government to move in the matter. A tax could not be imposed, it is said, without involving the recognition of betting by the State, and the politicians with an eye on the next election and the ballot box are unwilling to offend that impressive body of opinion which used to be designated "the Nonconformist Conscience." In the brave days of a quarter of a century ago this was an incalculable factor, but whether it still retains the political strength it formerly had, seeing that the Liberal Party has shrivelled up, may be open to question. But on this particular point the estimable people, by whatever label they are known, occupy an illogical position. For, as everybody knows, perfectly well, betting has enjoyed the protection of the State for many years. True, in Britain you may not hand a slip of paper to a bookmaker in the street because the street is a "place" within the meaning of the Betting Act, but you may bet as much as you like on a race course, which by some extraordinary legal subtlety is not a "place." There are also numerous other ways in which the law recognises betting. The Post Office accepts betting news for transmission at the special rates for Press Telegrams, and this same Government Department will instal as many telephones on a race course as may be desired. Then the Home Office, as Lord NEWTON reminded his brother peers, "not to be behind-hand in the good work" will send any number of police to keep order where the betting and racing are going on. Moreover, the Inland Revenue Department takes an interest in betting by taxing bookmakers on the income they make out of their occupation. It is, therefore, ludicrous to pretend that a betting tax would be a new and unholly association of the State with the "Turf."

It is fairly evident that the argument that betting is so reprehensible that the State should not countenance it to the extent of deriving any financial benefit from it will not hold water. Betting is not a test of morals; and to pretend that it is anything of the sort is nonsense. To bet on the result of any sporting event involving a trial of skill or endurance is an ingrained habit of the British people. In spite of all the efforts which have been made during the past seventy or eighty years to suppress the habit, it is probably true to say that at the present time betting is carried on to a greater extent than formerly. Even among the senior clergy a small bet on the result of the Boat Race is by no means an unheard of thing; and there is good reason to believe that respectable citizens who are pillars of the Church cannot resist the temptation to "have a bit on the Derby." For the majority of mankind who indulge in betting it merely provides a little harmless excitement in lives that are mostly drab and monotonous—the great toiling masses of the industrial centres of England, for example—and it only becomes an evil when carried to excess. It was estimated in 1925 by Sir HENRY CANTLEY's Committee already mentioned that the annual turn-over in respect of betting in Great Britain is about £200,000,000 sterling, but we note that some people regard this as a "very conservative estimate" and place the figure as high as £500,000,000. In spite of the alleged shortness of money at home racing stakes at the present time are greater in value than ever before.

We have perused a good deal of the comments on the House of Lords debate on betting, and we find that newspaper opinion is, on the whole, in favour of a tax. Editorial writers are disposed to dismiss the moral objections against taxation as being inspired by prejudice. The attitude of the politicians is understood and valued accordingly—and the important attached to opposition in that quarter is not rated very highly. There are only three ways of dealing with betting: It can be left where it is, or it can be suppressed by statute—a Herculean task if ever there was one—or it can be recognised by the Government and made subject to taxation. Although the difficulties in the way of collecting a tax are somewhat formidable, they are by no means insuperable. The advocates of a tax in England support the pari-mutuel principle; but inasmuch as the totalisator can only be installed on racecourses it would not meet the case of the great army of small backers who might claim to participate in its advantages. How, then, could this problem be solved? The suggestion is made that the totalisator might become a part of the machinery of the Post Office. The boldness of the suggestion appeals to the imagination; and it is for the country to decide whether such facilities are really wanted, and if so whether it would be public policy to grant them.

Tenders are being invited for clearing and forming areas West of Kowloon City Road.

Tenders are invited by the Government for the renewal of launch moorings at Yaumati Basin.

Members and their friends spent a very enjoyable time at the Craighengower Cricket Club on Saturday, when another dance took place.

The forthcoming wedding is announced of Miss B. Blair, a teacher at the Kowloon British School, who resides at Kingsclere, and Mr. Wyatt of H.M.S. Ruthenia.

The Government Gazette contains a list of the names of masters, mates and engineers who have passed examinations and obtained certificates of competency during the year.

Lieut.-Commander G. F. Hole, R.N., at the Marine Court on Saturday, fined a fishing junk master \$10, or ten days' hard labour in default, for using his fishing boat for carrying cargo to Cheung Chan.

The 1.55 p.m. "Star" Ferry from Hongkong to Kowloon on Saturday, collided with a launch in the Harbour. The Ferry stopped immediately, but the launch seemed none the worse after the accident, and continued on her way.

Inspector E. W. Everson, who resigned from the Shanghai Municipal Police Force, as a result of the affair of May 30th, was a passenger on the *Katori Maru* which passed through Hongkong on Saturday, homeward bound.

The names of Dr. Yeo Kok Cheang and Dr. Lam Shiu Kwong, both of the Government Civil Hospital, have been added to the list of medical practitioners of the Colony. Both are Bachelors of Medicine and Surgery of the University of Hongkong.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinance—Ordinance No. 13, of 1925—An Ordinance to provide for the registration in Hongkong of letters patent granted in the United Kingdom.

Mr. and Mrs. D. H. Hazell returned to Hongkong on the s.s. *Empress of Australia* on Saturday, and after a stay of about a fortnight intend visiting Singapore, after which they will go on Home leave. Mr. Hazell is the representative of the Amalgamated Photographic Manufacturers Company.

Residents will be interested in the announcement by the Kailan Mining Administration of reductions in the price of coal. The cost of a ton of coal delivered at the Peak will be \$24 instead of \$28 and there are corresponding reductions in coal for delivery in the Lower Levels and in Kowloon.

The latest Singapore papers to hand chronicle the death of Mr. H. T. White, manager and director of Robinson & Co., Ltd.; and Mr. R. C. Lewis, late Superintendent in the General Post Office. The former died after an operation, and the latter, who was 30 years of age, died suddenly in the General Hospital.

The directors of the European Y.M.C.A., Kowloon, are entertaining Dr. John E. Mott, General Secretary of the International Committee of the Y.M.C.A., to stay to-day. Dr. Mott arrives in the Colony by the s.s. *President Polk* this morning and will inspect the new Y.M.C.A. during his stay in Hongkong.

CABLES

LATEST CABLES.
[REUTERS' AMERICAN SERVICE.]PRESIDENT OF NICARAGUA.
GENERAL CHAMORRO TAKES
OFFICE.

MANAGUA, January 17th.
Congress has elected General Emiliano Chamorro as President of Nicaragua. He was sworn in to-day, in succession to Carlos Solórzano. The latter resigned on January 10th, after Congress had impeached and "exiled" Vice-President Sacasa, on charges of conspiracy against the peace of Nicaragua. This election was carried through, notwithstanding the United States Government having previously announced that it would automatically withdraw recognition of Nicaragua as soon as Chamorro took office.

But the American Minister will remain at Managua to observe developments and protect American citizens.

SUPPORT FOR U.S.A.

SAN SALVADOR, January 17th.
The San Salvador and Guatemalan Governments have announced that they will support the United States and refuse to recognise the Chamorro Government.

[THROUGH REUTERS' AGENCY.]

DIFFERENCES PATCHED UP.
FRENCH GOVERNMENT REACH
AGREEMENT ON FINANCE.

PARIS, January 16th.
After a day of alarms and excursions, the Government and Chamber Finance Committee have patched up their differences, the Committee agreeing to resume consideration of the Government scheme.

M. Doumer and M. Briand addressed the Committee and said that Government were prepared to co-operate with it, in drafting a Bill to be submitted to the Chamber which, contrary to expectation, will not meet before January 18th.

"A REGRETTABLE INCIDENT."
FASCISTS AND AVENTINISTS
COME TO BLOWS.

ROME, January 16th.
The Deputies, belonging to the Aventine Opposition who hitherto have boycotted Parliament, returned to the Chamber for to-day's memorial sitting in honour of the late Queen Mother.

The House was draped in black and the galleries were packed.

The Deputies listened standing to speeches, paying tribute to the Queen Mother, after which the House adjourned in token of mourning.

There was a regrettable incident in the lobbies subsequently, the Fascists and Aventinists coming to blows.

STORM IN SERBIA.
WIDESPREAD DAMAGE FROM
VIOLENT GALE.

BELGRADE, January 16th.
The capital from the point of view of telephones and telegraphs has been isolated by a storm of exceptional violence sweeping over the country during the night.

There have been many accidents due to the ice covered streets.

Railway traffic has been delayed owing to the fallen telegraph poles.

The masts of the Bagnitz radio station have been blown down.

Considerable damage has been done to wharves along the river Save, and pontoons and landing stages have been carried away.

EARLIER CABLES.

RHINELAND OCCUPATION.
GERMANY REQUESTS FURTHER
REDUCTION OF TROOPS.

BERLIN, January 15th.
The Foreign Affairs Committee of the Reichstag has passed a resolution declaring that the retention of 70,000 occupation troops in the Rhineland would mean a serious disappointment to justifiable German expectations.

It would be wholly incompatible with the political situation created by the signing of the Locarno agreements, and it is resolved to request the Government, in view of the impending political decisions of the Foreign Powers, to continue its most energetic efforts to bring about the reduction of the occupation forces and to strengthen the pre-war German garrison.

LATEST CABLES.

ORDERS TO AMBASSADORS.

BERLIN, January 16th.
German Ambassadors in the Allied capitals have been instructed to ask the respective Governments for a statement of the number of troops, which the Allies intend to retain in the occupied territory.

The Ambassadors have been instructed to point out that any increase in the second or third Rhineland zones from the first zone will be regarded as a violation of the Versailles Treaty and the so-called Gentlemen's Agreement at Locarno.

EARLIER CABLES.

ANTI-BOLSHEVIK MOVE.
REPORTED UNREST AMONG
RUSSIAN PEASANTS.

Riga, January 15th.

It is reported that much unrest prevails among the peasantry in various parts of Soviet Russia, particularly in the Ukraine and White Russia, where armed Anti-Bolsheviks are active.

Murders of over-zealous Communist officials are reported, chiefly in the Bobruisk district, where the militia and local authorities are alleged to have refused to act against the rebels, and are even co-operating with them.

LATEST CABLES.

SOME OFFICIAL CHANGES.

LONDON, January 16th.

Presumably as a result of sharp divergencies manifested at the recent Communist Congress, a number of important changes in official appointments are cabled from Moscow.

Among others, M. Kameneff is relieved of the presidency of the Council of Labour and of the assistant presidency of the Council of Commissaries. He becomes Commissary of foreign and home trade in succession to M. Zuriupa.

M. Rykoff combines the presidency of the Council of Labour and Defence and the presidency of the Council of Commissaries.

M. Frumkin is relieved of his position as Assistant Commissary of foreign and home trade, to which M. Krassin is appointed.

M. Sokolnikoff is relieved of his post at the Commissariat of Finance and takes up the assistant presidency of the State (?) Playing Committee. The reshuffling also affects a number of lesser known leaders.

EARLIER CABLES.

AGE OF ELECTRICITY.
BRITISH GOVERNMENT HAS
VAST SCHEME.

LONDON, January 15th.

The Government proposals to promote a great national electrical scheme in order to afford a cheaper supply of current were outlined by Mr. Baldwin at Birmingham, who pointed out that Britain would be seriously handicapped industrially if she continued to lag behind the other nations in the consumption of electrical energy. Britain used two hundred units per head compared with nine hundred in Canada and over five hundred in the United States. He was of opinion that the latter figure should be reached here fifteen years hence, by cheapening electricity through large-scale production and distribution. He declared that the present system of generation was too parochial, although very efficient.

CONTROL BOARD PROPOSED.

Mr. Baldwin added that the Government proposed to establish a board managed by practical men, like the Port of London Authority, to control the whole supply of electricity all over Britain. The board would co-ordinate the existing stations and build new ones, raise its own capital, and work on purely commercial lines. Any surplus would go towards reducing the cost of plant when the interest on the sinking fund had been paid off. The Government would initiate the scheme with a guarantee, and it was not considered that a subsidy would be necessary.

HIGH-SPEED CABLE.

COCOS TO FREMANTLE LINE
TO BE DUPLICATED.

LONDON, January 15th.

The *Colonia*, the largest cableship in the world, sailed from Greenwich this afternoon to lay the Eastern Extension Telegraph Company's duplicate cable over 1,500 nautical miles between Cocos and Fremantle.

The cable is the new, loaded type, the first British owned and manufactured loaded cable to be put down. The cable is designed for a speed of 2,100 letters a minute, compared with 145 in the present line.

The question of further developing the lines between Fremantle and Adelaide is now being considered.

The *Colonia* is expected to arrive at Cocos in the middle of February, and to complete the laying of the cable to Fremantle early in March.

ENCOURAGING PROSPECTORS.

AUSTRALIAN SCHEME FOR AID
FROM STATE.

MELBOURNE, January 15th.

The Government has introduced two Bills in the House of Representatives providing for £40,000 to encourage prospecting in precious metals in Australia and £20,000 to encourage prospecting in petroleum.

LATEST CABLES.

FOOTBALL AT HOME.

RESULT OF LEAGUE MATCHES
PLAYED ON SATURDAY.

RUGBY INTERNATIONAL

LONDON, January 16th.

Following are results of matches played to-day in the English and Scottish Leagues:

THE LEAGUE (DIVISION 1).

Arsenal, 3; Manchester U., 2.
Aston V., 1; Leeds U., 0.
Blackburn R., 4; Birmingham, 4.
Bolton W., 3; Bury, 2.
Everton, 1; Cardiff C., 1.
Huddersfield T., 4; Sheffield U., 1.
Leicester C., 3; Burnley, 2.
Manchester C., 0; Tottenham H., 0.
Notts C., 1; Newcastle U., 3.
Sunderland, 4; W. Brom A., 0.
West Ham U., 1; Liverpool, 1.

* Score was 1-0 in favour of the Aston Villa when the game was abandoned, eight minutes before time, on account of fog.

SECOND DIVISION.

Blackpool, 3; Nottingham F., 0.
Chelsea, 3; Port Vale, 1.
Clapton O., 4; Barnsley, 0.
Darlington, 3; Derby C., 0.
Hall C., 5; Bradford C., 0.
Oldham A., 2; Stockport C., 2.
Preston N.E., 1; Southampton, 2.
The Wednesday, 1; S. Shields, 0.
Stoke C., 5; Fulham, 0.
Swansea T., 4; Preston N.E., 1.
W. Hampton W., 3; Middlesbrough, 1.

* Ten minutes before time the game was abandoned on account of fog, the score being 2 goals each.

THIRD DIVISION (SOUTH).

Barnet, 1; Exeter C., 1.
Brentford, 1; Abertawe A., 0.
Bristol C., 1; Millwall, 1.
Charlton A., 2; Swindon T., 0.
Crystal P., 1; Northampton, 0.
Gillingham, 6; Bristol R., 3.
Northampton, 1; Queen's Pk. R., 0.
Newport C., 2; Luton T., 1.
Plymouth A., 6; Norwich C., 3.
Reading, 1; Southend U., 0.
Watford, 3; Brighton and H.A., 3.

THIRD DIVISION (NORTH).

Ashington, 1; New Brighton, 1.
Barrow, 0; Crewe A., 1.
Bradford, 2; Halifax T., 2.
Chesterfield, 1; Accrington S., 2.
Coventry C., 0; Southport, 0.
Grimby T., 3; Rotherham U., 0.
Nelson, 5; Lincoln C., 2.
Rochdale, 2; Wigan Boro., 1.
Tranmere R., 2; Hartlepool U., 0.
Walsall, 0; Durham C., 1.
Wrexham, 0; Doncaster R., 2.

SCOTTISH LEAGUE (DIVISION 1).

Aberdeen, 0; Falkirk, 0.
Airdrieonians, 1; Partick T., 3.
Dundee U., 1; Cowdenbent, 2.
Hibernians, 4; Celtic, 4.
Kilmarnock, 5; Dundee, 2.
Motherwell, 4; St. Johnstone, 1.
Queen's Pk., 2; Hamilton A., 2.
Raith R., 2; Morton C., 0.
Rangers, 2; Hearts, 2.
St. Mirren, 3; Clydebank, 0.

RUGBY INTERNATIONAL.

ENGLAND AND WALES DRAW.

LONDON, January 16th.

There was a crowd of 40,000 present at Cardiff to-day to witness the international rugby match between England and Wales. The game was played in sunny weather, the ground being in good condition. The result was a draw of 3 points each.

There was a touch of frost but scarcely any wind. The ground had been protected all the week and the turf was in almost perfect condition. Half an hour before the start, people began climbing the railings and took up positions outside the touchlines. Many were forced back into their places by a large body of police.

THE GAME DESCRIBED.

Each side got the ball in turns from scrummages, but when it reached the three-quarters, England looked the more dangerous side. The tackling of both sides was excellent. Near half-time, some bad temper was shown; the England forward, Voyte, receiving a punch on the face.

After 35 minutes' play, Francis made a great run and passed to Wakefield who scored a try for England. Stanbury failed to convert.

At half-time the score was:

England 3 points.

Wales 0 points.

THE SECOND HALF.

After the resumption, Wales with good rushes took the game over England's line, but the English pack held the ensuing scrummage well. Then Wakefield burst through, shaking off two tackles, but he punted poorly when approaching the Welsh fullback. Stock, the Welsh three-quarter, was hurt and retired, but he soon returned. Wales meanwhile nearly got in. Feeling was now running high among the players. Voyte being hurt.

Following forwards, the game was stopped owing to hard knocks. Wickes, relieved of the pressure on the England line. Fifteen minutes from the finish, the ball went out to Andrews, the Welsh three-quarter, who dropped it but fly-kicked and running on picked up and scored wide out. Herrera failed to convert. Towards the end the Welsh backs gave a beautiful bout of passing, Harding being tackled just in time; while Andrews was nearly in for Wales. Attack after attack was made, Phillips nearly dropping a goal for Wales.

The final score was:

England (1 try) 3 points.

Wales (1 try) 3 points.

LATEST CABLES.

CRICKET IN BARBADOS.

RETURN MATCH WITH M.C.C.
IS DRAWN.

BARBADOS, January 16th.

The return cricket match between the M.C.C. tourists and Barbados was drawn. Barbados, batting first, scored 401 for 5 wickets and declared.

The M.C.C., who had a difficult wicket to bat on to-day, were all out for 108 runs and had to follow on.

When time was called, the visitors had made 184 for the loss of 8 wickets. Jameson scored 45 runs.

A CRICKET RECORD.

HUGE SCORES IN MATCH AT
SYDNEY.

SYDNEY, January 16th.

New South Wales won by 541 runs thus securing the Sheffield Shield for the season. Total scores for the match (1,923) constitute the world's aggregate record.

New South Wales totalled 642 (Collins 108, Bardsley 150, Kelleway 111 and Andrews 93).

In the second innings N.S.W. totalled 203 (Macartney 112, Collins 84, Taylor 82, Kelleway 75, Andrews 73 and Kippax 71). Grimmett took 6 wickets for 202 runs.

South Australia totalled 475 (Victor Richardson 107, Arthur Richardson 153 and Alexander 59). Andrews took 3 wickets for 34 runs.

In the second innings South Australia's runs totalled 219 (Rundell 52). Malley took 4 wickets for 96 runs.

EARLIER CABLES.

S.S. "KASENGA" ASHORE.

POSITION IS SERIOUS BUT
NOT CRITICAL.

LONDON, January 15th.

A message from Fortes Pura says that the s.s. *Kasenga*, from Hankow for Havre and London, has gone ashore on the beach at Torre Pazo.

LATEST CABLES.

FIRMLY AGROUND.

MESSINA, January 16th.

The s.s. *Kasenga* is still firmly ashore, and some of the cargo is being discharged. The position is serious, but not critical.

Tugs are working and the weather is good, but the current is strong.

U.S. AND LEAGUE.

WASHINGTON PREPARED TO
SUBMIT TREATIES.

THE OPPOSITION SENATORS.

GENEVA, January 15th.

The United States Government has informed the League's Secretariat that it is ready to communicate all treaties and international agreements concluded by it. Treaties can be published in the League's list on the understanding that they are not formally registered by the League, in view of the United States not being a member.

EARLIER CABLES.

[REUTERS' AMERICAN SERVICE.]

OBSTRUCTIONIST SENATORS.

WASHINGTON, January 15th.
The Senators, who oppose American addition to the World Court, have begun to obstruct the resolution for adherence, keeping up a constant flow of oratory in the Senate, including Senator Bleasde, reading Washington's farewell speech to his generals wherein occurs the classical advice to avoid "entangling alliances."

Mr. Bleasde bantered and told the Senators, most of whom knew the speech by heart, that he would not consider it discourteous if they proceeded with other affairs while he was reading.

EARLIER CABLES.

[THROUGH REUTERS' AGENCY.]

WORLD DISARMAMENT.

SOVIET AGREES TO JOIN
CONFERENCE.

Moscow, January 15th.

An official of the *Tass News Agency* learns authoritatively that the Soviet has decided to accept the invitation of the League of Nations to participate in a preliminary disarmament conference and not to object to the participation of Soviet experts in a preliminary commission on economic subjects, provided these commissions do not meet on Swiss territory.

SWEDO-DANISH TREATY.

COPENHAGEN, January 15th.

A new Swedo-Danish Arbitration Treaty has been concluded similar in character to the recent Swedo-Norwegian Convention. It prohibits the employment of armed force in the settlement of disputes. This Treaty operates for twenty years and is renewable, unless two years' notice is given.

GERMAN STEEL TRUST.

BERLIN, January 15th.

It is expected that the capital of the new Rheinisch-Westphalian Steel Trust, will approximate six hundred million marks.

LATEST CABLES.

THE RECENT ECLIPSE.

ITALIAN MISSION OBTAINS GOOD
RESULTS.

ROME, January 16th.

According to a telegram from Kisayu in Jabaland the Italian astronomical mission to study the solar eclipse obtained most successful results.

Three observatories were installed and the observers had a full view of the phenomenon for 131 minutes.

They secured a number of photographs, also important data.

LATEST CABLES.

[REUTERS' AMERICAN SERVICE.]

COAL STRIKE IN U.S.

PRESIDENT COOLIDGE AWAITS
NEW LEGISLATION.

WASHINGTON, January 16th.

It is authoritatively learned that until Congress passes legislation giving power to take action in industrial disputes, President Coolidge will adhere to the contention that the Government is unable to intervene with a view to securing resumption of work in the anthracite coalfields.

EXPLOSION IN COAL MINE.

SEVENTEEN BODIES RECOVERED
AT FARMINGTON.

FARMINGTON, W. V., January 16th.

Seventeen bodies have been recovered from a coal mine where an explosion occurred on the night of January 15th. A rescue party reports that it found sixteen men alive in the mine but it is not possible to bring them to the surface. Six miners are missing.

RUBBER INTERESTS.

BRITAIN AND AMERICA NEED
NOT CONFLICT.

NEW YORK, January 16th.

Before sailing for England, Sir William Letts, a prominent figure in the British motor industry, said that British motor manufacturers are ready for a friendly discussion with American manufacturers of the joint steps necessary to bring the price of rubber down to an economic level.

He added that raw rubber conditions in America are identical with those throughout the world; nobody could say that the British Government was juggling with the price.

AMERADA OIL CO.

BRITISH CONCERN TO BE FLOATED
IN U.S.A.

NEW YORK, January 16th.

It is understood that Messrs. Dillon, Read and Co., who recently were responsible for large public flotations of several important companies, have arranged to take over the British-owned Amerada Oil Company, which is engaged in exploitation of mid-continent fields.

When the transfer is completed, securities will be issued for sale to the American public. The figures involved have not yet been divulged.

PROHIBITION IN U.S.

LIST OF FOREIGN SHIPS SEIZED
WITH LIQUOR.

WASHINGTON, January 17th.

The Department of Justice announces that 24 foreign liquorships were seized between July 1st, 1925, and January 1st, 1926.

Twenty of these were British vessels, two Cuban and two French.

DEBTS DUE TO U.S.A.

HOUSE OF REPRESENTATIVES
APPROVES SETTLEMENTS.

WASHINGTON, January 16th.

The House of Representatives has approved the following debt settlements: The Belgian, Rumanian, Estonian, Latvian and Czechoslovakian.

In addition, by 257 votes to 123, the settlement with Italy was approved.

EARLIER CABLES.

RUBBER FROM MEXICO.

HEAD OF FIRESTONE CO.
GIVES EVIDENCE.

WASHINGTON, January 15th.

Evidence on familiar lines, urging America to turn her attention to rubber production, was given by Mr. Harvey Firestone, the tyre manufacturer, before the Congressional Rubber Committee, though he deprecated measures which might be regarded as retaliatory towards the British or any other Government.

He added that the first rubber shipment from Mexico was at present en route to the United States, despite the burning of buildings and holding up of shipments by the revolutionaries.

BOXING IN U.S.

CARPENTIER AND McTIGUE
MATCH APPROVED.

NEW YORK, January 15th.

The State Athletic Commission has approved of the proposed Carpentier v. McTigue bout, subject to the winner meeting Berlenbach, the lightweight champion.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTERS' AGENCY.]

THE CHINA INDEMNITY.

THE POWERS GIVEN TO LORD
WILLINGDON.

TO LEAVE POLITICS ALONE.

PEKING, January 16th.

Reuter's Agency is officially informed that there is no foundation for reports, current in London, that Lord Willingdon has been authorised to participate in the conduct of British policy during his stay in China.

Lord Willingdon's mission will be confined to leadership of the British Boxer Indemnity delegation; and the British Minister at Peking will remain, as heretofore, in full charge of British political interests.

DISASTER IN JAPAN.

MOUNTAIN TRAM CAR FALLS
OVER CLIFF.

EIGHTEEN PEOPLE KILLED.

Tokyo, January 16th.

It is reported that this afternoon a mountain railway tram car was derailed at Miyanoahita, plunging 200 feet. Eighteen people were killed and 20 seriously injured.

INDIA AND JAPAN.

TARIFF WAR IS FEARED
OVER PIG IRON.

BOMBAY, January 16th.

The threat of an Indian and Japanese tariff war is becoming more acute.

Following the announcement that the Japanese Cabinet is contemplating imposing a heavier duty on Indian pig iron, the agitation is increasing for retaliation by imposing a duty on Japanese cotton piece goods, the dumping of which in India is ruining the Bombay mills.

THE QUININE RING.

TO COMBAT MALARIA IT MUST
BE BROKEN.

LEAGUE TAKING STEPS.

LONDON, January 16th.

According to the *Morning Post's* Geneva correspondent, the health experts attached to the League of Nations have decided that before the world can successfully combat the malaria plague the monopoly of quinine from Java held by Holland must be broken.

The officials are unable to persuade

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BERLIN FOREIGN OFFICE.

SECRET ANNALS.

HOLSTEIN'S LIFE PASSION:
GAMBLING ON THE BOURSE.

One by one, says the Berlin correspondent of the *Daily Telegraph*, the big reputations of Wilhelmian Germany are ruthlessly blown to smithereens. The latest to go is that of Baron Holstein, the man who, from Bismarck's fall until his own retirement in 1908, dictated the policy of the Wilhelmstrasse, and who, by deliberately traversing the attempts in the opening years of this century to bring about an Anglo-German alliance, burdened his memory with almost as much responsibility for the outbreak of the Great War as must be borne by Admiral Tirpitz. In its way the exposure of Baron Holstein is the most astounding of all the post-war revelations in Germany. Many detested his policy, but no one questioned his personal probity. His admirers said that with him patriotism was an obsession, and politics a fanaticism. To his enemies he was one of those perverse creatures who from behind the scenes pull the strings that move the chief actors on the political stage, but are content to gloat over their power in secret as the miser does over his hoard of gold. That he was seriously influenced by other motives than those of his office not even those most closely associated with his work ever imagined for one moment.

To-day Germany learns with amazement that the real passion of Holstein's life was gambling on the Stock Exchange, and that from day to day, and even from hour to hour, he systematically made speculative use of diplomatic secrets, of which he probably knew more than any other man in Europe. It is no vague, unsubstantiated charge that is raised against the "Grey Eminence," as he was called among his colleagues, after the Capucin Father Joseph, Richelieu's collaborator and inspirer. Never was a sudden, belated, and unexpected accusation more overwhelmingly proved. In its issue of this morning the *Berliner Tageblatt* prints as an opening instalment two whole pages of the letters which Holstein wrote to his bank from the Foreign Office with instructions to take advantage of this or that piece of confidential official information for the purpose of this or that investment.

AMAZING DISCLOSURES.

Baron Holstein's peering, spectated eyes kept an equally alert watch on both home and foreign politics. Now it would be the assassination of President Carnot, now the impending resignation of a Prussian Minister, now a confidential report of Professor Koch on the outbreak of cholera in Hamburg to which he directed his broker's attention with corresponding suggestions that these events should be utilised on the Bourse. For thirty years hardly a day passed without one of these letters being written. Sometimes there were two or three of them in one day. As appears from the correspondence, they were always sent by ordinary or pneumatic post. Messengers were avoided as potential witnesses to the illicit traffic. Holstein was also extraordinarily cautious in his personal meetings with his banker. On one occasion he wrote that he had intended to visit him, but had turned back on getting the impression that he was being watched. In fact, he observed all the precautions of a practised conspirator, and observed them very effectively, for he was never detected.

These disclosures are all the more astonishing because Holstein was believed to have lived quietly, and to have died poor. In his frumpish old clothes, the thin, grey-bearded little bachelor looked like a seedy bookkeeper, desiccated by long years of poring over ledgers. He lived in three sparsely furnished, oil-lighted rooms in a mean street of a not over-reputable quarter of Berlin, where he was looked after by a white-haired housekeeper. Society never saw him in his halls, and his one indulgence was the German midday dinner at a first-class restaurant—he was reputed to be a fastidious epicure. So that any fortune he may have accumulated by his long misuse of his official position was not spent with the profusion that generally accompanies the gambling mania.

Only a couple of weeks ago the same paper which has now destroyed Holstein's reputation for honesty printed letters showing that in 1870-71 a Prussian Court marshal and an aide-de-camp of William I.—the names were not given—exploited on the Stock Exchange their confidential knowledge of the events of the war against France, and especially of the secret negotiations for peace with the *les-Frères*. In their telegrams from Versailles to their bankers in Berlin they made use of a code in which "his Royal Highness" requires "many more cigars" meant "circumstances are very favourable for buying." Coming on top of this revelation, the exposure of Holstein is a staggering blow to the Monarchists, who have been making so much of the Socialists' connections with the firm of Barmatz. The indiscretions of the latter party with big business men must appear as trifling peccadilloes in comparison with these flagrant improprieties of leading men of the old régime.

The Reichsbank has reduced the discount rate from nine to eight per cent.

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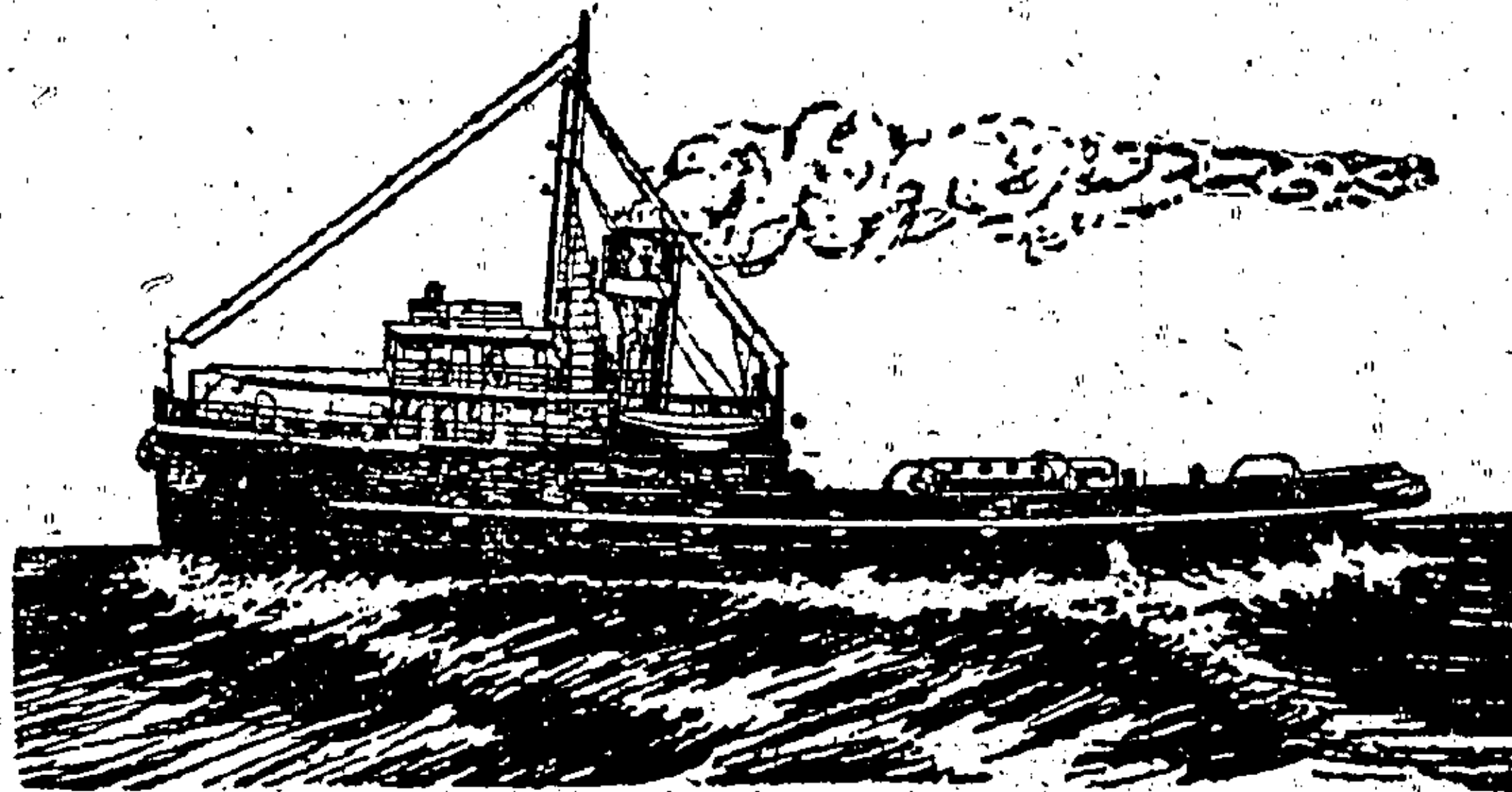
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CIVIL AVIATION.

SIR S. BRANCKER ON ITS FUTURE.

"Aviation and the British Empire" was the topic of discussion at a dinner of the Imperial Industries Club, held at the Waldorf Hotel last month, when Air Vice-Marshal Sir Sefton Brancker (Director of Civil Aviation) was the principal guest.

Sir Sefton Brancker, in introducing the subject for discussion, reviewed the growth and development of air transport during the past six years. The more he saw of it, he said, the more he was convinced that it was going to be of vital importance to the British Empire. It might be claimed that the actual results had been disappointing. Governments had changed their policy several times, and for the past eighteen months no assistance had been given to air transport. As to the danger of flying he mentioned that during the past six years 62,000 passengers had been carried across the Channel and 4,400,000 miles had been covered—about 178 times round the equator—and during that time there had been four fatal accidents to passengers. There were very few other forms of transport covering the same distance that had only had four fatal accidents to passengers. Unreliability was our worst crime to-day, and the reasons for this were twofold—the weather and mechanical defects. Attention was being paid to stability, and experiments were being made. It was hopeful that in two years our machines would be able to fly through the air as easily as a boat sailed on the water, and that they would maintain their balance without human aid. (Cheers.) He attributed most of the troubles of the Imperial Airways to water-cooling, valve trouble, and oil pressure. We were getting away from the water-cooling trouble; the others were a matter of design. We were now on the point of changing from the wooden to the all-metal machine, a process they must realise could not be done in five minutes because they had to break down the opposition to metal, but the change was coming.

On the question of fares he claimed that on the average every hour that was saved by travelling by air only cost 3s. 3d. Cross-Channel air transport in 1921 represented 221,000 miles, with 5,200 passengers, and in 1923 the figures were 943,000 miles and 15,500 passengers, and this year with much the same mileage there had been considerably more passengers. Their policy had been to put civil aviation on a commercial basis. Although so far the results had been disappointing we were getting nearer to making it a commercial proposition than anyone else. If the French continued as they were doing they would never reach the commercial basis. Their policy appeared to be one of extravagance, whilst we encouraged a policy of parsimony. The Government policy was to shoulder responsibility in establishing links between different parts of the Empire, but they must be absolutely responsible for their internal lines. He regarded air transport as being as necessary to the British Empire as military aviation, and our aircraft industry as important as shipbuilding in the past, and it was up to us to see that it went on. (Hear, hear.) It would provide enormous resources in times of great national crisis. If we lost our land other countries—America, Germany, France, and Holland—would carry on, and we should lose the lifeblood of our national defence. (Hear, hear.)

In the course of a discussion, Major J. W. Hills announced with regret that he had been obliged to resign his position as a director of Imperial Airways, as he was now a member of Parliament. He expressed his firm belief in the future of commercial aviation, and that it would pay within the next few years. He referred to the difficulties it had to overcome, and stated that it could claim to possess the best pilots in the world. (Hear, hear.)

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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 17th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.03	29.98	29.95
Temperature	63	60	64
Humidity	46	52	73
Wind Direction	W	E	E
Force	3	0	2
Weather	S	O	O
Rain	0.00	0.00	0.00

Highest open-air Temperature on 16th ... 64
Lowest open-air Temperature on 17th ... 59

HONGKONG TIDE TABLE.

From Jan. 18th to 24th, 1926.

		HIGH WATER.		LOW WATER.	
Days of Week	Days of Month	H.K. Long. Standard Time	Height	H.K. Long. Standard Time	Height
Mon.	18	h. m.	ft. in.	h. m.	ft. in.
		1 25	4 6	6 46	0 7
Tues.	19	2 25	4 7	5 46	0 7
		2 25	4 7	6 49	0 8
Wed.	20	1 38	5 22	8 23	1 2
		2 20	4 4	8 14	0 8
Thur.	21	2 35	5 4	9 13	0 8
		4 17	5 2	10 4	0 3
Fri.	22	4 26	4 8	10 4	0 8
		5 3	5 6	11 57	0 8
Satur.	23	5 52	4 4	10 53	0 8
		5 54	6 0		
Sun.	24	7 11	4 2	11 7	0 3
		8 36	2 3	11 40	0 3

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SHIPPING NEWS

ARRIVALS.

January 15th.
Calcutta, British str., 5,480 tons, Capt. P. T. Fisher, from Sydney and Shanghai. The latter port she left on January 15th with 780 tons of general cargo, lying at buoy No. A20.—N.Y.K.

January 16th.
Empress of Australia, British str., 12,222 tons, Capt. A. J. Haller, from Vancouver and Shanghai. She left Vancouver on December 13th, with 100 tons of general cargo, lying at Kowloon Wharf.—C.P.S.S.

Harbin, British str., 1,267 tons, Capt. A. H. Stewart, from Fecchow and Amoy, with 800 tons of general cargo, lying at Douglas Wharf.—Douglas, Lapnik & Co.

Katori Maru, Japanese str., 6,127 tons, Capt. Katsuro Okamoto, from Yokohama and Shanghai, with 118 tons of general cargo, lying at buoy No. A1.—N.Y.K.

Kat Seng, British str., 5,647 tons, Capt. V. McC. Liddell, from Singapore, which port she left on January 10th, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Kwangchow, British str., 1,372 tons, Capt. F. A. Lovegrove, from Singapore and Hoibow, with firewood, pigs and general cargo, amounting to 493 tons, lying at buoy No. B11.—B. & S.

Kwang Sang, British str., 1,428 tons, Capt. W. F. Richard, from Shanghai, with 600 tons of general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Pembroke, British str., 5,000 tons, Capt. L. Newing, from London and Singapore. She left London on November 20th and Singapore on January 15th, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Shansi, British str., 1,327 tons, Capt. J. Byrne, from Shanghai, lying at buoy No. C15.—B. & S.

Taipei, British str., 1,576 tons, Capt. E. P. Mitchell, from Surabaya and Balikpapan, with 4,500 tons of sugar, lying at Quarry Bay.—B. & S.

Tatsumi Maru, Japanese str., 4,263 tons, Capt. K. Horikawa, from Manila and Pulupandan, lying at buoy No. A5.—N.Y.K.

Tibet, Dutch str., 2,533 tons, Capt. J. Naebehou, from Dairen and Amoy, with a general cargo, lying at buoy No. A27.—J.C.C.L.

Tsushima Maru, Japanese str., 1,387 tons, Capt. N. Kanehara, from Dairen and Port Arthur, with 228 tons of vermilion, lying at buoy No. C11.—M.B.K.

January 17th.
Bellerophon, British str., 5,512 tons, Capt. J. Agnew, from Yokohama and Shanghai, lying at buoy No. A3.—B. & S.

C. Lopez Y. Lopez, Spanish str., 2,339 tons, from Manila, with a general cargo, lying at buoy No. A8.—Belleho Bros.

Swing, British str., 1,594 tons, Capt. J. Dudley, from Shanghai and Swatow, with 150 tons general cargo, lying at buoy No. B12.—B. & S.

CLEARANCES.

January 16th.
Huddis, for Saigon.

Hong Sang, for Hongkong.

Hei Cheung, for Canton.

Hoi Wing, for Kwang Chow Wan.

Huan Maru, for Amoy.

Hydrangea, for Kwang Chow Wan.

Katori Maru, for Singapore.

Kajun Maru, for Celebes.

Mandarin Maru, for Takao.

New Mahala, for Haiphong.

Pembroke, for Shanghai.

President Grant, for Shanghai.

President Lincoln, for Shanghai.

Tatsumi Maru, for Shanghai.

Ting Sang, for Shanghai.

Typhoon, for Macao.

West Coast, for San Francisco.

Winglong, for Amoy.

Yingchow, for Shanghai.

January 17th.
C. Lopez Y. Lopez, for Yokohama.

Shansi, for Haiphong.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.STEAMER FOR SINGAPORE, PENANG,
COLOMBO AND BOMBAY.THROUGH BILLS OF LADING ISSUED
FOR EGYPT, MEDITERRANEAN
AND CONTINENTAL PORTS
& LONDON.

THE Steamship

"LAHORE"

carrying His Majesty's Mails, will be despatched from this Port at Noon, on FRIDAY, the 22nd JANUARY, 1926, taking Cargo for the above Ports.

Silk, Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London. Parcels will be received at this Office until 5 p.m. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 15th January, 1926. [3074]

HONGKONG SHIPPING.

The week-end shipping statement showed that the total number of vessels in the harbour on Saturday at 9 a.m. was 73, of which 33 were British. The total number at the same hour yesterday morning was 70, of which 37 were British.

The arrivals for the 24 hours ended at 9 a.m. on Saturday numbered seven, viz.—four British, one Dutch and two Japanese. The departures for the same period came to eleven. The arrivals for the 24 hours ended at 9 a.m. yesterday numbered eleven, viz.—ten British and one Japanese. The departures for the same period came to 14.

CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday).

For Hongkong 10,254 tons.

For ports beyond 9,302 "

Total 19,556 "

(During previous 24 hours ended at 9 a.m. on Saturday).

For Hongkong 4,749 tons.

For ports beyond 14,133 "

Total 18,882 "

Of the cargo for Hongkong entered on Saturday, all but 118 tons was carried by British vessels, and the majority entered for yesterday's period was also brought by British steamers.

SHIPPING NOTES.

The R.M.S. Empress of Canada will leave dock to-day following the annual overhaul, and return to her wharf. The liner sails from Hongkong on Friday for Vancouver via ports.

The authorities of the Philippine Islands have issued the following notice to mariners under date of January 4th.—The automatic acetylene flashing white light on Salang Island in the Sibutu Passage, which was reported as not burning in Notice to Mariners No. 607 of September 23rd last, has been re-lighted.

The Master of the s.s. Kwangchow (British) from Singapore and Hoibow, reported to the Harbour Office on Saturday that a Chinese deck passenger died from beri-beri on January 7th. The master of the s.s. Katsang, which also arrived on Saturday from Singapore, reported the death of a Chinese deck passenger during the voyage.

The Australian-Oriental Line's s.s. Taiping (sister-ship to the s.s. Changchi) has left Kowloon Dock and has proceeded to a buoy in the harbour for loading purposes. A reception is being held by the master of the vessel on the Taiping to-morrow afternoon and the steamer sails on her maiden voyage for Manila and Australian ports on Friday at noon.

The master of the s.s. Sinkiang (British) from Shanghai, reported to the Harbour Office on Saturday that a dory-like junk, bottom up, was passed in Latitude 23° 35' 00" N. Longitude 115° 18' 30" E.

VESSELS IN DOCK.

The following vessels are in Dock:—
Kowloon Dock:—Chong Shing, Nam Sang, Passet, Seistan, Tangshan, Empress of Russia.

Takoo Dock:—Kwangchow, Empress of Canada, Shantung, Anatin, Kwang Lee, Chuan, Fatahan.

Casimopolis Dock:—Ling Nam.

At Kowloon Bay:—Haisong, L. Onawa, Sun On.

SUNRISE AND SUNSET IN
HONGKONG.

FOR JANUARY, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN,
EAST OF GREENWICH.)

Date	Sunrise	Sunset
January 18th.....	7.05 a.m.	6.02 p.m.
" 19th.....	7.05 "	6.03 "
" 20th.....	7.05 "	6.03 "
" 21st.....	7.05 "	6.04 "
" 22nd.....	7.05 "	6.04 "
" 23rd.....	7.05 "	6.05 "
" 24th.....	7.05 "	6.06 "
" 25th.....	7.05 "	6.07 "
" 26th.....	7.04 "	6.08 "
" 27th.....	7.04 "	6.08 "
" 28th.....	7.04 "	6.09 "
" 29th.....	7.03 "	6.10 "
" 30th.....	7.03 "	6.10 "
" 31st.....	7.03 "	6.11 "

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

18 Days from Hongkong to Vancouver.

LARGEST, FASTEST AND MOST LUXURIOUS

STEAMSHIPS

NEXT SAILING TO THE PACIFIC COAST.

THE
"EMPRESS OF CANADA"

WILL SAIL FROM

HONGKONG

Daylight, Friday, January 22nd, 1926.

Passenger Department: Tel. O. 752. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [15]



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. \$405, G. \$420, G. \$440.

YOKOHAMA MARU Thursday, 28th Jan. at 11 a.m.

KAGA MARU Saturday, 20th Feb.

MARSEILLES, LONDON & ANTWERP via Singapore & Pen.

KATORI MARU Saturday, 16th Jan. at 4 p.m.

ATSUTA MARU Saturday, 20th Jan. at 11 a.m.

KASHIMA MARU Saturday, 19th Feb.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 20th Jan. at 11 a.m.

MISHIMA MARU Wednesday, 24th Feb.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU Saturday, 16th Jan.

CALCUTTA MARU Thursday, 24th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Alagoas Bay.

KAMAKURA MARU end of Feb.

BOMBAY via Singapore, Penang & Colombo.

MURBAN MARU Saturday, 23rd Jan.

HAKATA MARU Saturday, 30th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

KANAGAWA MARU Saturday, 30th Jan.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Wednesday, 17th Feb.

SHANGHAI, KOBE & YOKOHAMA.

OSAKA MARU (Mojito direct) Tuesday, 21st Jan.

SUWA MARU Tuesday, 26th Jan.

TOBA MARU Thursday, 28th Jan.

SADO MARU Thursday, 28th Jan.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE STEAMSHIP.

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on the 21st January, 1926

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service
to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN,
Telephone 1574.

YORK BUILDING, CHATER ROAD.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

YOKOHAMA via AMOY, SHANGHAI.

MOJI & KOBE "KUTSANG" Tuesday, 19th Jan. at 7 a.m.

KEELUNG via TAKAO "HOPSANG" Wednesday, 20th Jan. at 7 a.m.

TSINGTAU via SHANGHAI "KWONGSANG" Wednesday, 20th Jan. at 7 a.m.

STRAITS & CALCUTTA "FUOKSANG" Wednesday, 20th Jan. at 3 p.m.

STRAITS & CALCUTTA "KWANGSANG" Tuesday, 20th Jan. at 3 p.m.

Kobe via MOJI "YUENSANG" Monday, 1st Feb. at 7 a.m.

STRAITS & CALCUTTA "NAMSANG" Monday, 1st Feb. at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENKIFFER"	23rd Jan.
"GLENOGLE"	7th Feb.
"GLENAMORY"	23rd "
"GLENGLARY"	4th Mar.
"GLENSHANE"	21st "

HOMEWARDS.

Vessel	Leave Hongkong	Discharges
"CARNARVONSHIRE"	23rd Jan.	London, Rotterdam & Hamburg via Oran.
"GLENSHIRE"	31st Jan.	London, Rotterdam & Hamburg via Oran.
"PEMBROESHIRE"	17th Feb.	London, Rotterdam & Hamburg via Oran.
"GLENKIFFER"	9th Mar.	London, Rotterdam & Hamburg via Oran.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3596.

NORDDEUTSCHER LLOYD BREMEN.

FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	SHANGHAI AND JAPAN.	GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BANGALORE, COLOMBO AND PORT SAID.
"COBLENZ"	30th January 1926	18th January, 1926.
"ANHALT"	"	7th February, "
"FULDA"	27th February "	7th March, "
"DERFFLINGER"	27th February "	4th April, "
"TRIER"	27th March "	1st May, "
"SAARBRUECKEN"	24th April "	29th May, "
"COBLENZ"	22nd May "	19th June, "
"ANHALT"	19th June "	"
"FULDA"	17th July "	22nd August, "

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone O. 6577.

8, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.

Tel. Address:
JAVALYN
Tel. Central 1574.

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	BATAVIA	10th Jan.	14th Jan.	SHANGHAI
TJIMANORK	JAPAN & K'UNG	12th "	14th "	BATAVIA
TJIBODAS	NORTH CHINA	14th "	16th "	YOKOHAMA & SHANGHAI
TJIKINI	S' BATA & M' KRAE	18th "	20th "	DALRY
TJIKEMBANG	BATAVIA	24th "	26th "	SHANGHAI
TJISALAK	SHANGHAI	26th "	28th "	BATAVIA
TJILEBOET	NORTH CHINA	27th "	30th "	M' KRAE & S' BATA

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the—

JAVA-CHINA-JAPAN LIJN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,
NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

"CITY OF BEDFORD" ... via Suez Canal ... 28th January
"CITY OF RANGOON" ... via Suez Canal ... 16th February

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

"COMERIO" ... via Suez Canal ... 27th February

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

"CITY OF LAHORE" ... 22nd February.
For MARSEILLES, HAVRE, LONDON & ROTTERDAM.

FARES TO LONDON "A" 1st Class £28. 2nd Class £20.
"B" 1st Class £30. 2nd Class £25.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"YANGTSE" ... via Suez Canal ... 19th Jan., 1926.
"CITY OF BEDFORD" ... via Suez Canal ... 28th Jan., "
"OANFA" ... via Suez Canal ... 7th Feb., "
"CITY OF RANGOON" ... via Suez Canal ... 16th Feb., "

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "SLAVIC PRINCE" ... 31st Jan., 1926.

For Freight and Full Particulars, apply to—

FURNESSE (FAR EAST), LIMITED.
(Incorporated in Great Britain)
King's Building.

Telephone: Central 3165.
Telegrams: Furnprince.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gonorrhea, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.
English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by LEADING CASH DRUGGISTS.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"LAHORE"	5,232	22nd Jan. Noon	Singapore, Penang, Colombo & Bombay.
"KHYBER"	5,114	23rd Jan. Noon	Mars. Casablanca, London & Antwerp.
"ALIPORE"	5,275	1st Feb.	Singapore & Bombay.
"DELTA"	5,097	4th Feb.	S'pore, Penang, Colombo, and B'bay.
"MALWA"	10,941	8th Feb.	Marseilles and London.
"MIRZAPUR"	6,715	10th Feb.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,083	20th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	28th Mar.	Marseilles and London.
"KASHMIR"	8,685	13th Mar.	Mars. Udon, A'werp, and Hamburg.
"KHIVA"	8,135	20th Mar.	Marseilles, London and Antwerp.
"MOREA"	10,918	3rd Apr.	Marseilles and London.
"DEVANHA"	8,155	17th Apr.	Marseilles, London and Antwerp.
"KALYAN"	8,144	21st Apr.	do.
"MACEDONIA"	11,089	1st May	Marseilles and London.
"KASHGAR"	9,005	15th May	Marseilles, London and Antwerp.
"MALWA"	10,941	25th May	Marseilles & London.
"KHYBER"	5,114	12th June	Marseilles, London & Antwerp.
"MANTUA"	10,902	21st June	Marseilles and London.
"DELTA"	5,097	7th July	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	10th July	Marseilles, London and Antwerp.
"RANPURA"	15,585	24th July	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,949	29th Jan. 1 p.m.	Singapore, Penang and Calcutta.
"SANTHA"	8,501	9th Feb.	do.
"TILAWA"	10,000	18th Feb.	do.
"TALAMBA"	8,018	26th Feb.	do.
"TAEMA"	10,000	10th Mar.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	3rd Feb.	Manila, Sandakan, Thursday Island.
"TANDA"	6,988	3rd Mar.	Townsville, Brisbane, Sydney, and Melbourne.
"ARAFURA"	6,000	3rd Apr.	do.
"ST. ALBANS"	4,500	5th May	do.
"TANDA"	6,988	5th June	do.
"ARAFURA"	6,000	7th July	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolamegan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KARMALA"	9,128	23rd Jan.	Shanghai, Moji and Kobe.
"TILAWA"	10,000	26th Jan.	Kobe & Osaka.
"TALAMBA"	8,018	2nd Feb.	Shanghai and Kobe.
"MANTUA"	10,902	6th Feb.	Shanghai, Moji and Kobe.
"KASHMIR"	8,685	6th Feb.	Shanghai and Kobe.
"TANDA"	6,988	6th Feb.	Moji, Kobe and Yokohama.
"TALMA"	10,000	17th Feb.	Kobe.
"KHIVA"	8,135	20th Feb.	Shanghai, Moji and Kobe.
"MOREA"	10,911	6th Mar.	do.
"ARAFURA"	6,000	13th Mar.	Moji, Kobe and Yokohama.
"KALYAN"	8,144	13th Mar.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	20th Mar.	do.
"MACEDONIA"	11,089	2nd Apr.	do.
"ST. ALBANS"	4,500	10th Apr.	Moji, Kobe and Yokohama.
"KASHGAR"	9,005	16th Apr.	Shanghai, Moji and Kobe.
"KHYBER"	5,114	30th Apr.	do.
"TANDA"	6,988	8th May	Moji, Kobe and Yokohama.
"MALWA"	10,941	14th May	Shanghai.
"MANTUA"	10,902	25th May	Shanghai, Moji and Kobe.
"KARMALA"	9,083	11th June	do.
"DELTA"	5,097	11th June	Shanghai & Kobe.
"ARAFURA"	6,000	12th June	Moji, Kobe and Yokohama.
"KASHMIR"	8,685	25th June	Shanghai, Moji & Kobe.
"RANPURA"	15,585	9th July	Shanghai only.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji & Kobe.
"KALYAN"	8,144	5th Aug.	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 1/2 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO.
P. & O. Building, Cornsought Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, saloons and Excellent cuisine.

FOR

AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days).

HAICHING ... Capt. A. E. Stewart ... Tuesday, 19th Jan., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

CHINA NAVIGATION CO.,

LIMITED.

HAIPHONG	"SHANSI"	On 15th Jan.	Noon
AMOY & SHANGHAI	"SINKIANG"	On 15th Jan.	D.L.
AMOY & SINGAPORE	"KWANGCHOW"	On 19th Jan.	5 p.m.
HOIHOW & RAIFONG	"TAMING"	On 30th Jan.	10 a.m.
SWATOW & SHANGHAI	"SUJIANG"	On 20th Jan.	11 a.m.
SHANGHAI	"SUNNING"	On 21st Jan.	4 p.m.
BANGKOK	"KWANGTUNG"	On 22nd Jan.	4 p.m.
ILOILO	"OHINKIANG"	On 23rd Jan.	D.L.
HOIHOW & SINGAPORE	"KINGYUAN"	On 23rd Jan.	Noon
SHANGHAI & TSINGTAO	"SHANTUNG"	On 23rd Jan.	4 p.m.
AMOY & SINGAPORE	"ANKING"	On 26th Jan.	D.L.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 36.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.**S.S. "TAIPING"**

This Vessel will sail hence on her maiden voyage on 22nd January, Noon.

MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.
(Sailings Subject to Alteration.)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE,
Telephone: Central 55. Agents. [16]

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "CORBY CASTLE" ... Sails 25th Jan.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA" ... Sails 10th Feb.
S.S. "ROSANDRA" ... Sails 11th Mar.
S.S. "FIUME-L" ... Sails 11th April

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.S. "ESQUILINO" ... Sails 18th Feb.
S.S. "VENEZIA" ... Sails 15th Mar.
S.S. "ROSANDRA" ... Sails 12th April
S.S. "FIUME-L" ... Sails 13th May

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMYOLOST" ... (Sails from Calcutta 31st Jan.
S.S. "UMSINGA" ... (Sails from Colombo 12th Feb.
S.S. "UMSINGA" ... (Sails from Colombo 12th April

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO LIMITED.

Telephone: Central 1030.

Agents.

[17]

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkg. and Sailing for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE	...	...	18th Jan., 1926.
FONTAINEBLEAU	...	...	2nd Feb. "
D'ARTAGNAN	...	...	16th Feb. "
ANGKOR	18th Dec., 1925	20th Jan., 1926	2nd Mar. "
PORTHO	1st Jan., 1926	2nd Feb. "	16th Mar. "
ANDRE LEBON	15th Jan. "	17th Feb. "	3rd Mar. "
PAUL LECAT	24th Jan. "	17th Mar. "	13th Apr. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance.)
A CLASS 1st Class ... 2 80. 0d. Od. B CLASS 1st Class ... 2 80. 0d. Od.
STEAMERS 2nd ... 2 80. 0d. Od. STEAMERS 2nd ... 2 80. 0d. Od.

Through Tickets to London and Leaving Towns of Europe.
Accommodation reserved in the Trains at Marseilles.
LIGNES COMMERCIALES (Cargo Boats),
loading for HAVRE, ANTWERP
& DUNKIRK about

S.S. "SI KIANG" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st January, 1926.
Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,
3 QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

POST OFFICE NOTICE

NOTICE.

WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient means of communication, are established between HONGKONG and SHIPS at SEA, FRENCH INDO-CHINA, the PROVINCE of YUNNAN, and MACAO.

Full particulars may be obtained on application to the RADIO COUNTER in the MAIN HALL of the G.P.O., and at the RADIO TELEGRAPH OFFICE, 3rd Floor, GOVERNMENT BUILDING.

The RADIO TELEGRAPH OFFICE is always open for the reception and transmission of the Radio Telegrams and for reporting vessels passing WAGLAN and GAP ROCK LIGHTHOUSES.

Firms or persons who have placed standing orders with the Radio Telegraph Office for advice of vessels passing the WAGLAN and GAP ROCK LIGHTHOUSES, are requested to send revised lists of vessels of which they are the owners, or agents, to the Office-in-Charge as early as possible.

RADIO TELEGRAPH CODE ADDRESSES FOR THE YEAR 1925 should be registered at the Radio Telegraph Office, 3rd Floor, Government Building without delay. Forms may be obtained on application.

Radio Traffic with Canton and Swatow is suspended until further notice.

Interport Radio Telegrams are subject to delay.

Messages in Code must have names of Code used included in text.

Notable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Swimming	18th Jan.
AMOT	18th Jan.	
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Polk	18th Jan.
SHANGHAI AND EUROPE via SIBERIA	18th Jan.	
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Madison	18th Jan.
JAPAN	18th Jan.	
SAIGON	18th Jan.	
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Cleveland	21st Jan.
STRAITS	21st Jan.	
AUSTRALIA & MANILA	21st Jan.	
JAPAN	21st Jan.	

OUTWARD MAILS.

FOR	PER	DATE
Amoy	Kutang	Monday, 18th, 5.00 P.M.
Manila	Pres. Polk	5.00 P.M.
Amoy & Poochow	Hai Ching	Tuesday, 19th, Noon
Seigon, Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 19th Feb.	Amazone	12.45 P.M.
Amoy	Kuangchow	3.30 P.M.
Shanghai	Kuangchow	5.00 P.M.
Formosa	Hopang	5.00 P.M.
Hoihow and Haiphong	Taming	Wednesday, 20th, 8.30 A.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 21st Jan.	Ali Maru	8.45 A.M.
Swatow	Suiyang	9.00 A.M.
Straits and Calcutta	Takada	10.00 A.M.
Japan	Bakuyo Maru	11.00 A.M.
Shanghai & Japan	U. Ariogawa	10.30 A.M.
Straits and Calcutta	Pook Sang	Noon
Manila	Pres. Madison	1.00 P.M.
Shanghai, Japan, Canada, U.S.A., C.S.S., America & EUROPE via VAN COUVER, B.C.—due Vancouver, B.C., 8th Feb. and EUROPE via Siberia (letters & postcards specially superimposed—via Siberia only)	Emp. of Canada	3.30 P.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 22nd Feb.	Taiyang	5.00 P.M.
Manila	Pres. Cleveland	9.45 A.M.
Bangkok	Kuangchow	10.30 A.M.
Hilo	Chinkiang	1.30 P.M.
		2.30 P.M.
		5.00 P.M.

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

January 18th, 1925.	
On LONDON.—	
Telegraphic Transfer	2 1/4
Bank Bills, on demand	2 1/4 9/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2 1/4
Credits, at 4 months' sight	2 1/4 9/16
Documentary Bills, 4 months' sight	2 1/4 11/16
On PARIS.—	
Bank Bills, on demand	1 5/8
Credits, 4 months' sight	1 5/8
On NEW YORK.—	
Bank Bills, on demand	57 1/2
Credits, at 30 days' sight	59 1/2
On HONGKONG.—	
Telegraphic Transfer	15 1/2
Bank Bills, on demand	15 1/2
On CALCUTTA.—	
Telegraphic Transfer	15 1/2
Bank Bills, on demand	15 1/2
On SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
On YOKOHAMA.—On demand	130 1/2
On MANILA.—On demand	115 1/2
On SINGAPORE.—On demand	101 1/2
On BATAVIA.—On demand	145
On HAIPHONG.—On demand	nom.
On SAIGON.—On demand	nom.
On BANGKOK.—On demand	73 1/2
SOVEREIGN Bank's Buying rate	\$8.20
Gold LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	31 5/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital\$50,000,000
Issued and Fully Paid-up\$50,000,000
Reserve Funds:—
Sterling24,800,000
Silver\$25,500,000
Reserve Liability of Proprietors\$20,000,000

Court of Directors:
P. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.
D. G. M. Bernard, Esq., Hon. Mr. A. O. Lang.
W. H. Bell, Esq., W. L. Patterson, Esq.
A. H. Compton, Esq., J. A. Plummer, Esq.
Hon. Mr. F. H. Holyoak, T. G. Weall, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hongkong, 18th May, 1925. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSITS, at CURRENT RATES.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Chief Manager.
Hongkong, 7th January, 1925. [2]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital£23,000,000
Reserve Fund£24,000,000
Reserve Liability of Proprietors£23,000,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hongkong, April 15th, 1925. [30]

BANQUE DE L'INDO-CHINE.

Head Office: 66, Boulevard Haussmann, Paris.

Subscribed Capital...Fr. 75,000,000.00
Paid-up Capital...Fr. 54,400,000.00
Reserve Fund...Fr. 59,897,933.54

BRANCHES:
Bangkok, Hanoi, Pondicherry
Batavia, Hongkong, Saigon
Canton, Mengtze, Shanghai
Djibouti, Noumea, Singapore
Fort Bayard, Papeete, Tientsin
Haiphong, Peking, Tourane
Hankow, Pnom-Penh, Yunnanfu

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.
Hongkong, 20th March, 1924. [32]



THACKERAY KNEW!

IN "THE VIRGINIANS" HE WROTE—

"There's no sweeter Tobacco comes from Virginia and no better brand than the 'Three Castles'—"

Three Castles
The Cigarette with the Pedigree



Sold by all High-Class Tobacconists.

This advertisement is issued by the British-American Tobacco Co. (C) 1925 Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,050,000
Reserve Fund£1,800,000

BRANCHES:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Howrah, New York, Singapore, Calcutta, Kandy, Penang, Colombo, Karachi, Port Louis, Sourabaya, Delhi, Kota Bharu (Mauritius).

HONGKONG BRANCHES:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates which may be ascertained on application.

J. B. ROSS,
Acting Manager.
7, Queen's Road Central, Hongkong, April 17th, 1925. [28]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

CapitalFr. 20,000,000
ReservesFr. 11,160,000
Special Working CapitalFr. 50,000,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Peking, Shanghai, Tientsin, Canton, Hongkong.

FRANCE: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas, London: Midland Bank, Ltd., New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. ROLLIN,
Manager.
Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD. (TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital SubscribedYen 45,000,000
Capital (Paid-up)Yen 32,375,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:
JAPAN: Tokyo, Yokohama, Kobe, Osaka, Fukuoka, Gifu, Kagi, Kaneko, Keio, Inag, Makino, Nanto, Shinshu, Paichu, Tainan, Pakao, Tamsui, Toyen, Aio, Piman, CHINA: Shanghai, Hankow, Amoy, Poochow, Swatow, Canton, OTHERS: Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PAER'S BANK.

The Bank has Correspondents in the Commercial Centres on the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, etc.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI,
Manager,
HONGKONG BRANCH,
3, Des Voeux Road, Central,
Hongkong, 1st December, 1925. [27]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG.

Established 1912.

Authorized Capital21,200,000
PAID UP CAPITAL21,078,000
SILVER RESERVE FUND8,700,000

BRANCHES: CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

Correspondents in all principal cities of the World.

London Bankers—THE LLOYDS BANK, LIMITED.

Every description of banking business transacted.

Deposit Boxes to let.

LOOK POONG SHAN,
Chief Manager.

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ON SALE.

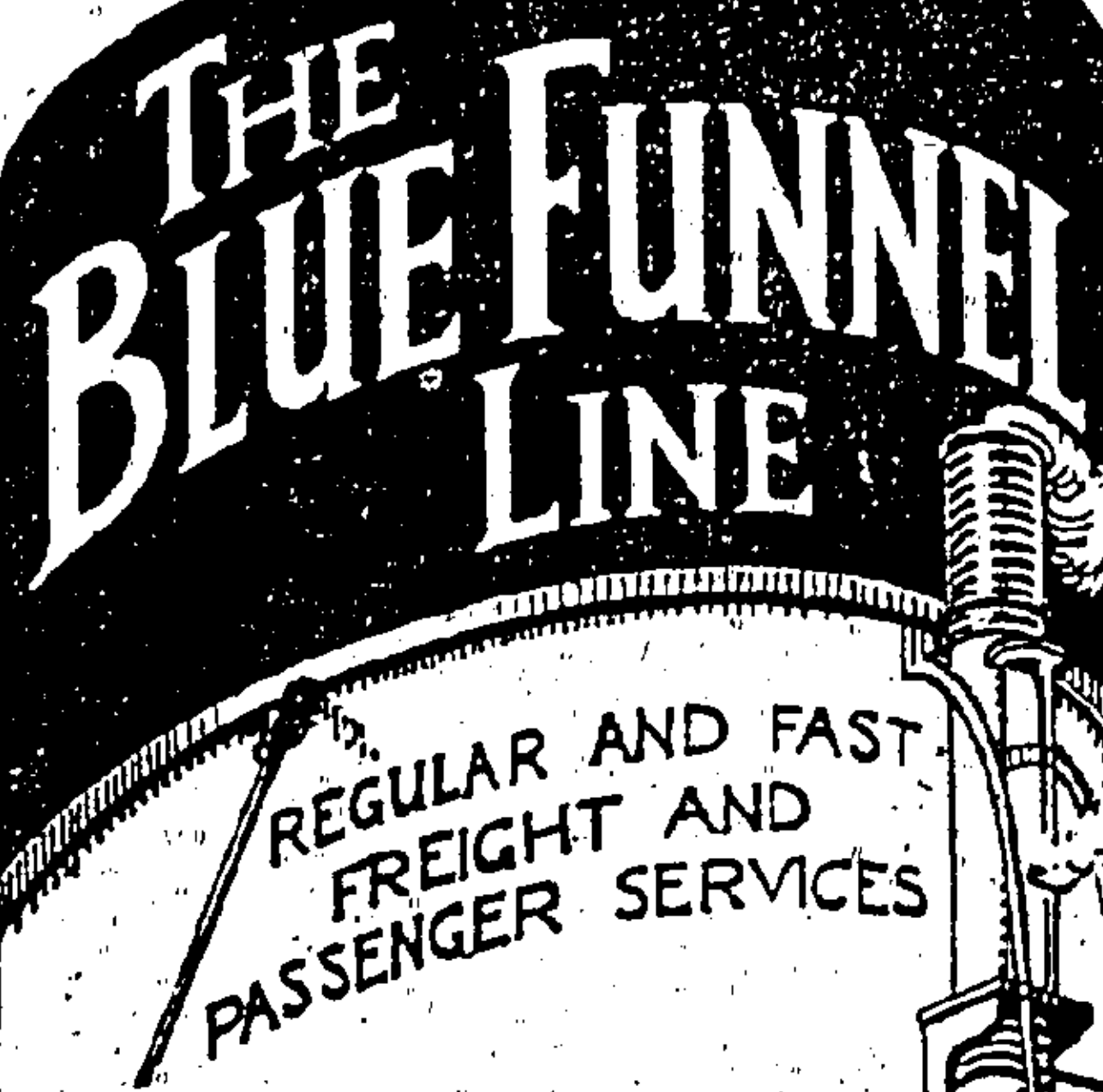
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1925.

With INDEX. Price—\$7.50.

On sale at the Hongkong Daily Press Office

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Printed and Published by OLIVER THOMAS BERNARD, for the HONGKONG DAILY PRESS, LTD., at 1A, Chater Road, Victoria, Hongkong. London Office: 131, Fleet Street, W.C.



LONDON SERVICE.

"DABDANGS" 28th Jan. Marseilles, London, Rotterdam & Hamburg.
"EUMAEUS" 5th Feb. Marseilles, London, Rotterdam & Hamburg.
"AUTOMEDON" 22nd Feb. Marseilles, London, Rotterdam & Hamburg.
"ELECTOR" 8th Mar. Marseilles, London, Rotterdam & Glasgow.

LIVERPOOL SERVICE.

"BRILLIANT" 18th Jan. Genoa, Marseilles, Havre, Liverpool & Glasgow.
"LAOMEDON" 4th Feb. Genoa, Marseilles, Havre, Liverpool & Glasgow.
"ANTICLOCHUS" 22nd Feb. Genoa, Marseilles, Havre, Liverpool & Glasgow.
"PELEUS" 8th Mar. Genoa, Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
"PHILOCTETES" 27th Jan. Victoria, Vancouver & Seattle.
"TYNDAREUS" 17th Feb. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"YANGTZE" 19th Jan. New York, Boston & Baltimore.

PASSENGER SERVICE.

"ELECTOR" 3rd Mar. Singapore, Marseilles & London.
"SABEDON" 7th Apr. Singapore, Marseilles & London.
"PATROCLUS" 5th May. Singapore, Marseilles & London.
"ANTENOR" 2nd June. Singapore, Marseilles & London.
"ELECTOR" 14th July. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire,

Agents.